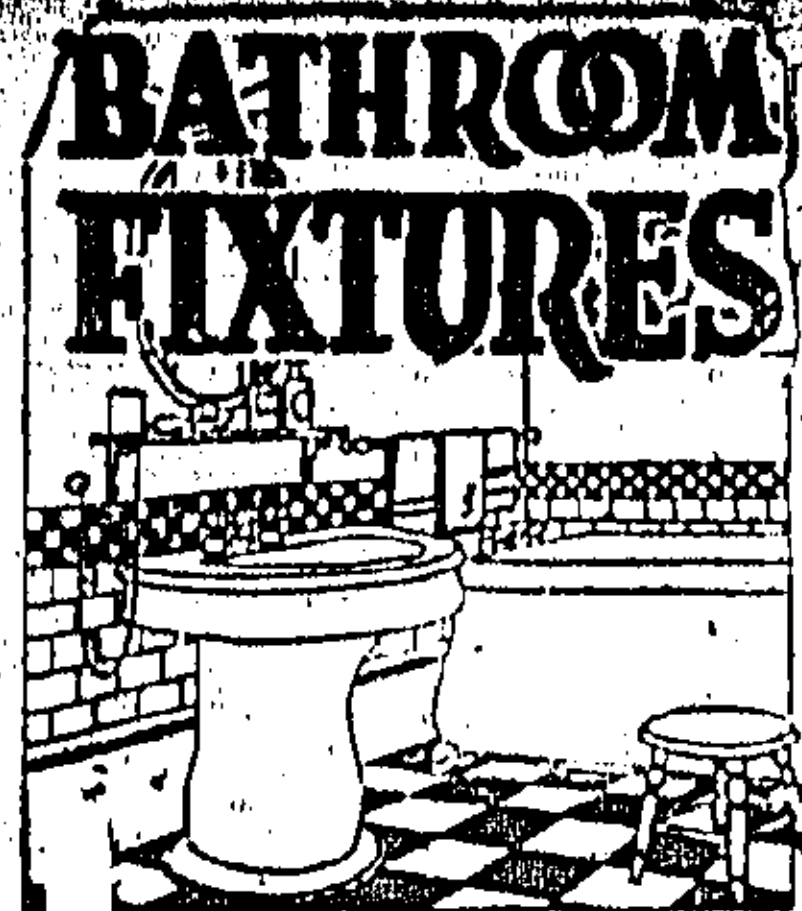




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SATURDAY, JULY 16, 1927.

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NANKING'S INEXCUSABLE ACT.

TAKING OVER THE SALT GABELLE.

EJECTING PRESENT INSPECTORATE STAFF.

CHIANG SEEKS ARMISTICE.

The Nanking Government has ordered the closing down of all the Salt Inspectorate offices within its sphere of influence. It is pointed out in a telegram from Shanghai that this action by the Nationalists is inexcusable as the Salt Gabelle was not imposed on China by foreigners but by arrangement with the Chinese Government for the securing of foreign loans, and has been of the greatest benefit to China for a number of years.

The salt taxes in the South will in future be collected by nominees of the Nanking Government who are already ejecting the present inspectorate staff, who in Kiangsu alone number several hundred.

The formal inauguration of the Nanking Military Council took place with ceremony yesterday, the Council being invested with supreme power over all military activities, the Commander-in-Chief himself being subject to its orders, except that he holds supreme command of the troops actually in the field.

In connexion with the expected Hankow-Nanking clash it is reported that Marshal Chiang has approached the Commander at Tsinanfu, requesting an armistice to enable him to turn his attention to the suppression of the Wu-han party. The Tsinanfu commander has referred the matter to Peking.

NANKING-HANKOW TROOPS MOVE.

Peking, July 15.

With effect from July 1, the Nanking Government has ordered the closing of all the Salt Inspectorate offices within its sphere of influence, thus terminating throughout a large part of the country the activities of a service which for a number of years has been one of the main supports of China's credit.

This action has been brought about by the political extremists in the face of considerable opposition from many financiers of their own party, who realised that the unofficial discussions which have been proceeding would have served as a basis for an arrangement whereby the Southern finances would have benefited immediately, while the country's credit abroad would not be irretrievably damaged.

Not content with thus indicating its intention to abolish all over China a service which forms security for foreign loans amounting approximately to \$40,000,000, the Nanking Government is now endeavouring to raise on the security of the "salt surplus" of Kiangsu and Chekiang alone a loan of \$60,000,000.

No Excuse for Action.

In view of the existing situation, and the heavy obligations for which the salt revenues of the whole country, under solemn international agreement, already form security, it is obvious that this security is not of the first class. It is pointed out here that there is less excuse for this action of the Nanking Government, even from the point of view of Nationalist policy, in that the Salt Inspectorate is not a foreign organisation imposed on China, but was constituted by an agreement freely entered into by the Chinese Government, and highly profitable to China until its peaceful operation was interrupted by the militarists, and in the Inspectorate service the principle of absolute equality between Chinese and foreigners in respect of powers, responsibilities and privileges, has been strictly maintained throughout.

The salt taxes in the south will in future be collected by the nominees of the Nanking Government, who are already ejecting the officers of the Inspectorate from their functions. There seems to be no alternative in the very near future to paying off the Inspectorate, with the exception of a small nucleus throughout the south. The staff in Kiangsu alone amounts to several hundred.—*Reuter.*

A MILITARY COUNCIL.

Supreme War Command.

Shanghai, July 15. A Nanking message states that the Military Council of the Nanking Government was formally inaugurated to-day, when the members took the oath of office.

The Finance Minister, Mr. Koo Ying-fun, presided, and emphasised that the functions of the Council were similar to those of the Ministries of War, Navy and Air of the European Governments, including the functions of the General Staff.

The Council embraces the administration on all military affairs of the country, with the Commander-in-Chief subject to its orders. The Commander-in-Chief holds the supreme military command of the armies in the field and troops who are under marching orders during campaigns.

Importance of Discipline.

The Foreign Minister, Mr. C. C. Wu, on behalf of the Government, stressed the importance of discipline, and pointed out that the success of the Nationalist armies was not only due to the clever strategy of the commanders and loyalty of the soldiers, but also to their good discipline and the co-operation of the people in all the territories occupied by the troops. He urged continued discipline if the Nationalist troops, after successfully establishing the Nationalist flag in the regions of the Pearl, Yangtze, and Yellow Rivers, were to gain their final objective and water their horses on the banks of the Amur. He added that the Council must make the armies in truth and in fact an army of the people. Mr. Wu Tsai-hui, who represented the Kuomintang, and Mr. Hu Han-min, replied for the new Council. Marshal Chiang Kai-shek, General Ho Ying-yam and other members of the Council were present.—*Reuter.*

ARMISTICE SOUGHT.

Chiang's Suggestion.

Peking, July 16. General Chang Tsung-chang is reported to have telegraphed to the Premier Pan Fu, to the effect that Marshal Chiang Kai-shek has sent an emissary to Tsinanfu to discuss the possibility of an armistice, with a view to saving "face." Chiang Kai-shek proposing to attack Hankow, and being anxious to have the co-operation of

PACIFIC FLIER HAS BAD LUCK.

ALIGHTS ON SEA AND SENDS S.O.S.

STEAMERS GO TO RESCUE.

San Francisco, July 15.

Almost hourly reports were received yesterday recording the progress towards Hawaii of the aviator Smith, who was accompanied by the navigator Bronte until it was indicated that they were 630 miles from here, but at 10.15 last night an S.O.S. was received from Smith, who subsequently alighted on the sea.

Three steamers which picked up Smith's S.O.S. before he descended on the sea are rushing to his help.

Honolulu messages state that the Fokker monoplane, in which the army aviator Maitland and Hegenberger recently flew to Hawaii, is being prepared to fly to Smith's rescue.

The S.O.S. from Smith stated that the aeroplane could remain afloat only an hour. They had a rubber lifeboat, but asked for help. Smith's position at the time of the call was apparently about 850 miles East and North of Honolulu.—*Reuter's American Service.*

"Plane Crashes.

Honolulu, July 15. Smith's aeroplane crashed near the island of Molokai Kaiwi. The aviators are reported to be unhurt.—*Reuter.*

THE C.N.C. STRIKE.

GUILD DISCUSSING POSSIBLE TYPHOON.

There has been no further development in the strike of the European floating staff of the China Navigation Company, but it is understood that the local branch of the Guild has been discussing what steps will be taken in the event of the hoisting of typhoon signals.

The majority of the officers are in favour of returning to their ships until no further danger exists, but a unanimous decision has not been reached.

WATCHMAN GAGGED AND BOUND.

AN UNUSUAL CASE.

Karin Din, a private watchman, residing in a house under construction near the Shaikwan tram terminus has made a report to the Police to the effect that on Thursday last three men entered his room, the door of which was open, and after binding and gagging him they took him outside. They returned to the room and stole from a jacket which was hanging on the wall, \$45 in money. One of the men was armed with a razor blade.

The men have since been arrested.

LEST WE FORGET.

EMPLOYMENT OF EX-SERVICE MEN.

London, July 15.

A total of 27,500 employers of labour in Britain are on the "King's record" of those who employ a certain percentage of disabled ex-service men.

The enrolled firms now employ approximately 380,000 such men. Government departments discriminate where possible in favour of ex-soldiers when placing contracts, and 531 municipal bodies now follow a similar course.—*British Wireless.*

FRENCH TRADE FIGURES.

IMPORTS DECREASE.

Paris, July 15. The French imports for the first half of 1927 totalled 27,118 million francs, showing a decrease of 2,299 million compared with the same period last year. The exports totalled 26,952 million francs, showing an increase of 198 million.—*Havas*

RIOTS IN VIENNA.

LAW COURTS RUSHED BY MOB.

HEAVY STREET FIGHTING: MANY KILLED.

A GRAVE SITUATION.

Vienna, July 15.

A turbulent demonstration of Socialists was held outside the law courts and Parliament house, as a sequel to the acquittal of the brothers Pinter, belonging to a Nationalist organisation, who were charged with killing two Socialists.

The windows of the law courts were smashed by a shower of stones, and the mob eventually forced the iron gates and entered the building, and seized documents which they burned in the streets.

Thirty persons were injured. The police were helpless.

Later. The wildest disturbances continued. There have been bloody collisions between the police and the mob, the former using their revolvers and swords, and the latter erecting barricades whence they stoned the police.

Parliament has suspended its sitting.

Newspaper Offices Raided.

The rioting has also now been followed by a cessation of work in the factories and on the tramways. Newspaper offices and the police station have been set on fire.

Several people were killed and many injured in the riots. The crowd attacked the premises of the newspapers *Reichspost* and *Neue Wiener Nachrichten*, as well as the law courts.

As unformed detachments of Socialist organisations seemed unable to re-establish order, rifles were served out to the police, who were obliged to fire to clear out the rioters from the law courts.

The firing continued all the afternoon.

Firemen are fighting fires which have been started by the rioters.

The authorities have issued a proclamation prohibiting public meetings or demonstrations against the authorities.—*Reuter.*

A Grave Menace.

Berlin, July 15.

The riots in Vienna warrant the fear that the city is experiencing the most menacing outbreak in her history. The trouble is due to the acquittal of three Nationalists charged with killing a disabled ex-serviceman and a child in a collision between Nationalists and Socialists in the village of Schattendorf last January.

After the verdict last night, a large crowd demonstrated against the judges, and there were minor collisions between Nationalists and workmen in the streets, which the police cleared with drawn swords.

The real trouble began in the morning, when many workers downed tools and marched to the centre of the city shouting "Down with the murderers of workers! Down with class justice!"

The first conflict was at the University, where windows were broken and the police were disarmed, their uniforms being torn off. They were rescued by a large force of police with drawn swords.

Forty People Killed.

Hitherto 40 people have been killed and 200 wounded in Vienna. There is a most menacing situation in the law courts neighbourhood, where thousands of workmen have erected barricades of motor-cars and lorries to prevent mounted police advancing.

The mob broke into the law courts, and wreaked havoc in the interior, despite the fact that many police were in the building.

Windows were smashed and books and documents thrown out and set on fire in the street. Officials and clerks were dragged out and beaten, and were only saved from lynching by volunteer Red Cross workers.

The crowd prevented the Fire Brigade from extinguishing the fire in the building.

After heavy fighting, in which many were wounded on both sides, the Republican Guard drove back the crowd, enabling the Fire

"BOBBY" JONES WINS GOLF TITLE.

MAKES RECORD SCORE FOR ST. ANDREWS.

UNPRECEDENTED SCENES.

London, July 15.

The British Open Golf Championship, played at St. Andrews, over 72 holes, has been won by "Bobby" Jones, the American holder, with the record score of 285.

His four rounds were: 68 (record), 72, 73 and 72, and his total of 285 was six strokes better than his nearest competitor.

There were unprecedented scenes, when the crowd, estimated at between 15,000 and 20,000 watched breathlessly while Jones put the ball to the lip of the final hole from a distance of thirty yards. He tapped it down and then a torrent of enthusiasm broke out. The crowd mobbed the victorious American and carried him shoulder high to the Clubhouse, Jones waving his putter triumphantly. In a speech later he said, "It is the greatest moment of my life, having achieved my life's ambition of winning at St. Andrews. I want you to keep the cup in the Club."

Other Scores.

Aubrey Boomer and Robson tied for second place with a score of 291 and E. Whitcombe and Kirkwood tied for third place with 293. Boomer's scores to-day were 73 and 72; Robson's 69 and 74; Kirkwood's 75 and 74; and E. Whitcombe's 73 and 73.

Other prize-winners were:

C. Whitcombe (71 and 75)	296
Hodson	297
Havers	297
Cotton	298
Rodgers, St. Anne's	300
Vickers	300
Heswall	300
Perkins	300
Tom Williamson (Notts)	300
Allis	300
Herd	300
Torrance	300

Other returns were: Jim Barnes (72 and 77) 301; Stevens 302; Compton 303; Kennett (America) 306; Tolley (77 and 80) 307.—*Reuter.*

NUNGESSER'S FATE.

ANOTHER DISCREDITED STORY.

London, July 15.

A message from St. John's, Newfoundland, says that the airman who was sent to investigate the report of two hunters that wreckage of an aeroplane had been found in the interior, has wired from St. George's discrediting the story.—*Reuter's American Service.*

The earlier message stated: "Wreckage which it is thought may be that of Captain Nungesser's and Major Cole's aeroplane the 'White Bird,' has been found in the interior of Newfoundland, by two hunters."

SINGAPORE NAVAL DOCK.

FIRST SECTION LAUNCHED.

London, July 15.

The first of seven sections of the Admiralty dock intended for Swan and Hunter's shipyards at Wallsend.

It is expected that the seventh section will be launched in January, and the dock be completed by May.—*Reuter.*

MEXICAN POLITICS.

IMPRISONED CATHOLICS RELEASED.

Mexico City, July 15.

President Calles has ordered the release of catholic laymen who were imprisoned for sedition on the ground that the revolt failed and that they were merely the tools of the catholic clergy.—*Reuter's American Service.*

Bulls and Inners

From the Office Butts.

"Golfers' amazing feat," says a contemporary. We had noticed them, but did not care to comment.

After reading about these long "hops" it would seem that next season will be good for beer.

The burglars who entered a reporter's bedroom the other night must have done it just for practice.

Some day an American mayor is going to refuse to be made a member of the Sioux Indians. That will be news.

A Singapore man holds more than ten patents, but we'll bet mosquitoes get through his curtain just the same.

A new camera makes home movies possible in four minutes. But they'll fail as a commercial proposition because the lady in the adjacent seat won't be there to read the titles aloud.

Science has gone far, but the stairs still creak under the softest pressure after midnight.

With these continuous performances all day in Kowloon the stars can be seen all the time.

King Albert says he is alone in his classification as a Rotarian. No other king need apply.

What about giving some of those cockroaches a Flitsuntide holiday.

No wonder it's so stuffy with so few wireless fans about.

In view of present day fashions, Kowloon bowlers are now positive that it was a mistake not to allow the ladies to kiss the jack occasionally.

In lawn bowls it is a test of sportsmanship when a man goes where he is greened.

Burns once wrote on hale breeks, but then he wasn't much of a bowler and was born too far south to wear a sporan.

"Wireless Amateur." No, an anodyne must only be used in the case of cutusions.

The music of a thousand bagpipes played at Cowal, Scotland, is to be recorded on gramophone discs and sent all over the world. This bears out Sir Austen's statement of last Monday that there was no secrecy about the British foreign policy.

An optimist is a Kowloon lady who discusses the next day's menu with her new cook boy.

Some of these shingles are sheer frights.

Auntie Caustic says if matrimony is a bargain someone must get the worst of it.

This week's cinema sub-title: He—I'm head over heels in love with you. She—Please don't be so acrobatic.

This week's stray bat from the belfry: Can a man be thirsty with a spring in his watch.

Those water bills are often purely meteorological inexactitudes.

According to a review, the lumber trade in China is steadily declining. The rag and bones men must have gone on strike.

If a brightly coloured bathing costume runs, it would be a bit awkward if one couldn't keep up with it!

While at work during the week, a coolie at the Kowloon Docks was "hit on the jaw by a steam hammer." Naturally, he did not turn the other cheek.

"There is a man in London who is a professional composer of crossword puzzles," states a contemporary. *In That So?*

If China reinstated a sovereign, we might expect to see some change.

"Even pieces of chewing gum are fixed on the walls with drawing pins," stated *Reuter* the other day. Why not chew it first and save the pins.

The Peak Tram passenger who remarked that she felt "absolutely done up" couldn't have been done up with much less!

Says the *Daily Press* motor notes, "For a woman who enjoys motoring it is advisable to wear a small, close fitting cap and a tale mask over the face to avoid dust." Care should be taken, however, not to rest the mask against the driver's shoulder, unless a clothes brush is included with the outfit.

It is a great fag to read all this correspondence about the price of cigarettes.

Baseball has come into its own in Hongkong. There are now illegal strikes.

In the event of a typhoon, somebody will get the wind up.

Apparently the Chinese Minister to Rome finds he has bitten off more political representation than he can chew.

A headline we never expect to see: "Kowloon Traffic Problem Solved."

The week's attractions at the theatres have appropriately been all about love and Bohemians.

It is understood that since the Leung Kwong finding, all river steamers are to navigate Capsuinun under Jury rig.

The Sanitary Board appears to be in favour of a certain amount of Bragadocia.

With reference to Parliamentary comment, should not this question of tents that leak, have applied to the Welch Regiment?

The Corporation of London has voted £500 for the provision of a Y. M. C. A. hut for the troops in China. Huttaboy!

A typhoon was reported during the week to be 1,000 miles from Hongkong. We like them there, but what have the Frothblowers to say about it?

The stowaway on board the *Ixion* disagrees with the pronunciation "Easy-un."

Local establishments referring to their tailoring products, claim that these, like our appendicitis patients, are cut by experts.

McWhirter says that wives are folk who like those you don't like and don't like those you do.

That hackneyed saying "So's your old man" was never more aptly applied than when used as a reply to the wife who said she was tired of married life.

These bathing matched thieves are Wanted by the police.

There is evidently no *likin* for these new Nanking taxes.

Following the announcement that eight tourist ships will be here next year, it is anticipated that somebody will open a silk store.

It's debt that makes the shroff go round.

A bat from the belfry: How long does it take kid gloves to grow up?

One of our neighbours broke a record the other night. But he bought a worse one the next day.

It is said that when a certain popular screen star re-marries, it will be for good. Evidently he intends to stick to his last.

The Hongkong youth who used to try father's cigars, now finds he can get along with mother's cigarettes.

Having to wait for other forms of conveyance these days taxis one's patience.

"Occasionally the Government tries to give the Public something it does not want" states a local biscuit confusion. Bathing facilities, for example!

A pair of chiffon stockings is produced by 333 silkworms. This does not, however, include the "other" worm that works for the wherewithal.

Women who think such a lot about their clothes, haven't got so very much to worry about these days.

(Continued on Page 18.)

YOUR WEEK-ENDS CAN BE SPENT VERY CHEERILY

NOTHING SHORT OF THE BEST OF EVERYTHING.

Why fail to cater for a party at your residence when you can get fixed up here well and reasonably at any time and at short notice.

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NATIONALIST OUTLOOK.

DECLARATION OF TARIFF AUTONOMY.

A luncheon was given to the foreign correspondents and Shanghai newspaper editors by Dr. C. C. Wu, Minister of Foreign Affairs of the Nationalist Government, last week at the Shanghai Bankers' Club. Representatives of the American, British and Japanese press were present. Dr. Chao-Chu Wu was the first to speak. He asked the foreign newspapermen, who "are the eyes and ears of the world" to do justice to the young and newly established government, explaining to them its difficult position in the face of an overwhelming task. "The intention of the Government which in its internal aspect is to bring about a regime of true democracy, to better the living and welfare of every Chinese citizen, and in its external aspect is to be on terms of amity with all nations"—this intention Dr. Wu avowed, is unmistakable and should be deserving of support.

Dr. Wu's speech was followed by that of Mr. R. Wood of the N. C. D. News who declared that it was personal meetings of this sort that were the very best for eliminating mutual misunderstanding and he thanked Dr. Wu for his exposition of policy and his "words of wisdom." Mr. Y. Ikeda spoke for the Japanese journalists, and hoped with Dr. Wu that improved relations between the two countries might soon be realized. Mr. M. J. Harris (Associated Press) on behalf of the American correspondents, said that they were all trying their best to acquaint themselves with the situation here, that they might inform their respective constituencies accurately, and that it was on the basis of accurate information gained by first-hand knowledge that mutual understanding could be successfully arrived at.

Friend and Critic.

Dr. Wu said he had no intention of making a formal address. Some of the guests present he had already met, but there were others whom he had the pleasure of meeting only that day.

"I know," he continued, "there are among us friends as well as critics but there is no reason why friend and critic cannot combine in the same person. It is good to have critics who can offer friendly and constructive criticism."

He said he had no "epoch-making" declaration of the foreign policy of the Nationalist Government to make. "But I would like to emphasize again," said Dr. Wu, "that the policy of our Government is to be friendly with every nation. The famous English diplomat, Lord Palmerston, once said that in diplomatic relations between countries there was eternal ally or perpetual enemy, but our Government desired to be on terms of amity with all nations at all times."

"Friendship, however, as I understand it, means two things," said Dr. Wu. "First, mutual respect. We accord respect to our foreign friends; and likewise we expect them to accord to us respect."

"Secondly, friendship does not necessarily involve loss of independence of policy. If we are in friendly relations with a country, that does not mean that we are married to the foreign policy or other policies of that country. In other words, there should never be one country dictating the policy of another country, either in its internal or external aspects. There is a great deal of misunderstanding in this direction."

Relations with Japan.

Touching on the burning topics of the day, Dr. Wu assured his guests that he did not intend to present any protest for "It would not be in harmony with the spirit

THE HEAT WAVE.

FORTY DEATHS IN EASTERN PART OF U. S.

New York, July 15.

Over forty people have died during the last three days as a result of the heatwave throughout the eastern parts of the United States but a terrific storm now seems to have broken it.

In New York the streets were converted into miniature rivers and there was a very severe congestion of railways and trams, when 400,000 people who left the city and had gone to the beaches to escape the heat fled homewards from the downpour.

A hailstorm also broke over the Colorado wheat belt and is estimated to have cost the farmers \$81,500,000 in ruined crops.—*Reuter's American Service.*

of concord and peace, which reigns over the table." "But I should like to mention a question which is agitating the minds of all of us. I mean the despatch of Japanese troops to Shantung. During the past few years, the friendship between the Japanese and Chinese has greatly improved. I hope that an early solution to this problem will be found so that we can continue uninterrupted along the line of improved relations."

Likin and the Tariff.

Turning to the internal administration of the Nationalist Government, Dr. Wu announced a radical change in taxation soon to be put into effect—the abolition of likin and declaration of tariff autonomy. "The system of likin," said the Nationalist Minister of Foreign Affairs, "has been a subject of annoyance to both Chinese and foreigners for over 60 years. A quarter of a century ago, it was felt that this vexatious method of taxation should be abolished. The Peking Government has often reiterated this pious wish to abolish likin but it has remained for the Nationalist Government to take the definite step. A national tariff cannot be put in force at the same time with the abolition of likin, as it takes time to work out. Our plan is to put a national tariff into effect 18 months from now, but the abolition of likin will come into effect on September 1. In the interim the loss of revenue is to be compensated for by raising the customs duty to 12½ per cent on ordinary goods. For goods which are classified as luxuries, a graduated scale will be adopted. This abolition of likin so much desired by both foreigners and Chinese will therefore be carried out at once. It is a part of the constructive programme which our Government intends to put into practice from time to time."

It had come to his notice, said Dr. Wu that the Nationalist Government in many of its efforts had been the target of hostile criticism. The Nationalist Government might have erred; and might still be erring, but "it is human to err." We are a young and newly established government, and like all governments struggling to carry on, are liable to make mistakes. It must also be pointed out that the problems which it is facing are overwhelmingly difficult. These problems would tax the ability and resources of even old-established and highly stabilized governments. Bearing these facts in mind, one can readily appreciate the enormity of our task.

"Whatever our critics may say," Dr. Wu said in conclusion, "the good intention of the Nationalist Government is, nevertheless, unmistakable. I should therefore again emphasize by way of concluding this informal talk that the foreign policy of our Government is to be on terms of peace with all, and that our domestic policy is to bring about as soon as possible a regime of true democracy and to promote the welfare of the masses of the Chinese people."

ARMED ROBBERS.

APPALLING EXPERIENCE OF MR. AND MRS. ROSE.

When H. M. S. Gnat arrived in Hankow port about noon on July 8 she brought two foreign casualties from armed robbers in Mr. A. Rose, agent for Messrs. Arnhold and Co., Changteh, Hunan, and his wife both of whom had been badly wounded on the night of June 27 when their house was attacked by a band of ruffians. According to the *Central China Post*, word of the affair was first received in Changsha by the German community there, upon which the local foreign doctor rushed to Changteh in a motor launch and brought Mr. and Mrs. Rose with their children back to Liulintang where H. M. S. Gnat was waiting to take them on to Hankow where they have been immediately taken to the International Hospital.

The Story.

The outrage, as already stated took place on the night of June 27. About 9.30 p.m. the family had turned in, when with a crash the main gate to the compound was forced in. So great was the force used that the gate with an ornamental bridge over it were knocked flat. The crash was followed by silence. Later it was learned that the reason for this was that the robbers had entered the house by the basement door and were holding up the servants at the point of their pistols. Hearing nothing more after the crash Mrs. Rose went down and at once returned with the report that there was an armed man guarding the outside door. Mr. Rose on hearing this went to the telephone and reported to the exchange that their house was the scene of an armed robbery and asked that help be sent.

Attacked with a Hatchet.

He had just finished phoning when two armed robbers came up from below. Both carried automatics but one was further armed with a carpenter's hatchet. They asked him if he had a phone in the house and whether he had sent a message through. He answered in the affirmative and the robber only carrying a pistol covered him and he held his hands above his head, while the second robber went towards the instrument which was still ringing. The first man came nearer and nearer to Mr. Rose till he was within grasping distance and Mr. Rose seeing a chance of disarming him grabbed him by the wrist of the hand in which the pistol was held. Upon this the companion robber, evidently finding his comrade in the way to his shooting Mr. Rose attacked with the hatchet. Mr. Rose does not know just what happened but he suddenly felt his right arm fall helpless to his side. The robber then made a second lunge, this time at Mr. Rose's head but Mrs. Rose seeing the attempt rushed between the two and received the blow on her chest. Mr. and Mrs. Rose then beat a hasty retreat to their bedroom but the robbers opening fire, Mr. Rose sustained a slight wound on his left arm.

Attempt to save Children.

Whether the two would have been safe in their bedroom is not known, but at this point Mrs. Rose, in an attempt to get to her children rushed into the dining room. Here the robbers made a second lunge at her and she was again wounded. Mr. Rose followed her and seeing that they were in a tight corner picked up a chair, the only weapon available, in his left hand and telling his wife to stand behind him, prepared to make as good a stand as he could. Mrs. Rose, however made a second attempt to get to her children and Mr. Rose was dismayed to see her fall in a welter of blood.

To all appearances Mrs. Rose was dead and seeing that it was imperative to get help Mr. Rose struck through the window and

KONG NING SAILS.

ANOTHER VESSEL FOR WUCHOW RUN.

The Kong Ning, running under the house flag of the Tung Yick Company, sailed yesterday at 5 p.m. for Wuchow, with fair cargo and a good passenger booking.

This is the maiden trip of the vessel under the new regime, after a considerable period of inactivity, subsequent to a grounding which necessitated the digging of a channel from the site of the stranding to the normal banks of the river.

Captain J. McCarthy is in command, with Mr. G. Williams as Chief Officer and Mr. W. H. Saunders as Chief Engineer.

The departure of the vessel was marked by a Chinese celebration with loud and continued cracker bursts, while the ship was dressed overall with bunting.

Newly engaged, it is understood that the Kong Ning made a good nine knots on trial.

across the garden towards a garden door. Notwithstanding that he knew the position well he took some moments to find the spot and then he discovered a man with a spear barring his way. However, it was with relief that he discovered the individual to be his watchman, whom he sent off to call for help which was obtained from a detachment of soldiers at a nearby hospital. Here it is interesting to note that Mr. Rose's house was supposed to have been guarded by four policemen who had been posted there by the magistrate to protect the premises. These evidently had beat a hasty departure when the robbers came on the scene.

Cook's Child Carried Off.

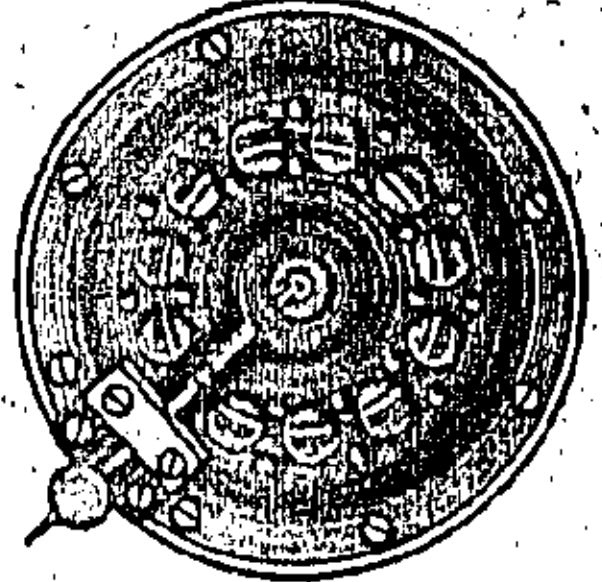
On returning Mr. Rose found that the outcry for help had scared away the robbers and his wife had been carried on to a bed where she was being attended to by a friend. Meanwhile a search of the premises showed that the robbers had taken away a box of Mr. Rose's and the cook's child. Dr. Bao then came and it was found that Mrs. Rose had luckily just escaped a critical wound, the hatchet cutting through the flesh of her breast but stopping short of the bone. Mr. Rose it was found had stopped the slash with his forearm and the hatchet had splintered the bone necessitating an operation to have the splintered section removed.

That night the premises were guarded by the soldiers and next day the magistrate was approached to place armed men there instead of unarmed police. It was found, however, that the official could not or would not help and the unarmed police plainly stated that they could give no protection whatever. Fortunately the captain at the hospital was again prevailed upon to supply the guard.

Up to this time it was thought best to wait at Changteh for a time to allow of Mrs. Rose recuperating a little, but the German doctor arriving in a motor launch from Changsha with the message that it had been arranged for H. M. S. Gnat to pick them up made the Roses decide that it would be best to leave at once.

The magistrate was again approached this time to provide a guard to protect them to the boat. He again showed no inclination to acquiesce but a telegram being received from the Commissioner for Foreign Affairs at Changsha resulted in him giving 10 soldiers to escort the party to the vessel. They left the town at sundown on Friday and reaching Liulintang at 10 o'clock on Saturday found H. M. S. Gnat there and were taken on board and arrived in Hankow where it was found that although Mrs. Rose is progressing favourably Mr. Rose's wounds could have stood little further delay in receiving treatment.

SOMETHING NEW!



THE Symphonic

PHONOGRAPH REPRODUCER

Will Make Your Old Gramophone Play Like the New Ones Now on the Market.

Price \$16.00. Take One Home and Try. Your Money Back if not Satisfied!

at **TSANG FOOK PIANO COMPANY.**

8, Des Vœux Road Central (Entrance Joe House Street.) Telephone C. 4648.

LATEST SHOE COVERINGS.



We have just received a shipment of the latest Glace Kid in Champagne, Dark Champagne, Greys and Black.

LET US RE-NEW YOUR OLD SHOES.

ROYAL & CO.

No. 1, D'Aguilar Street. Opposite Yee Sang Fat Co. Telephone Central 3237.

GENUINE "KUMALAE" GOLD MEDAL (HAWAIIAN MAKE)

UKULELE

PRICES RANGING From \$18 to \$25

KOWLOON MUSIC STORE

Kowloon Hotel Bldg., Kowloon

Avoid colds

By taking SCOTT'S Emulsion which promotes the strength to resist coughs, chills, colds, influenza and all bronchial affections. Ask for



SCOTT'S Emulsion

The protector of life

SALESMAN SAM

"I'M NOT SURE IF I WANT ANYTHING - ER - ER -"

"ANYTHING YA SEE IN THIS STORE, WE'VE GOT IT!"

"YOU SEE, I'VE GIVEN THREE PARTIES THIS WEEK AND - ER - ER -"

"OH, YEH?"

"BUY LATER PAY NOW!"

Bather Personal -

"YOU SEE, I HATE TO BUY ANYTHING COSTLY - HARD TIMES CERTAINLY MAKE MONEY SCARCE - AND - ER -"

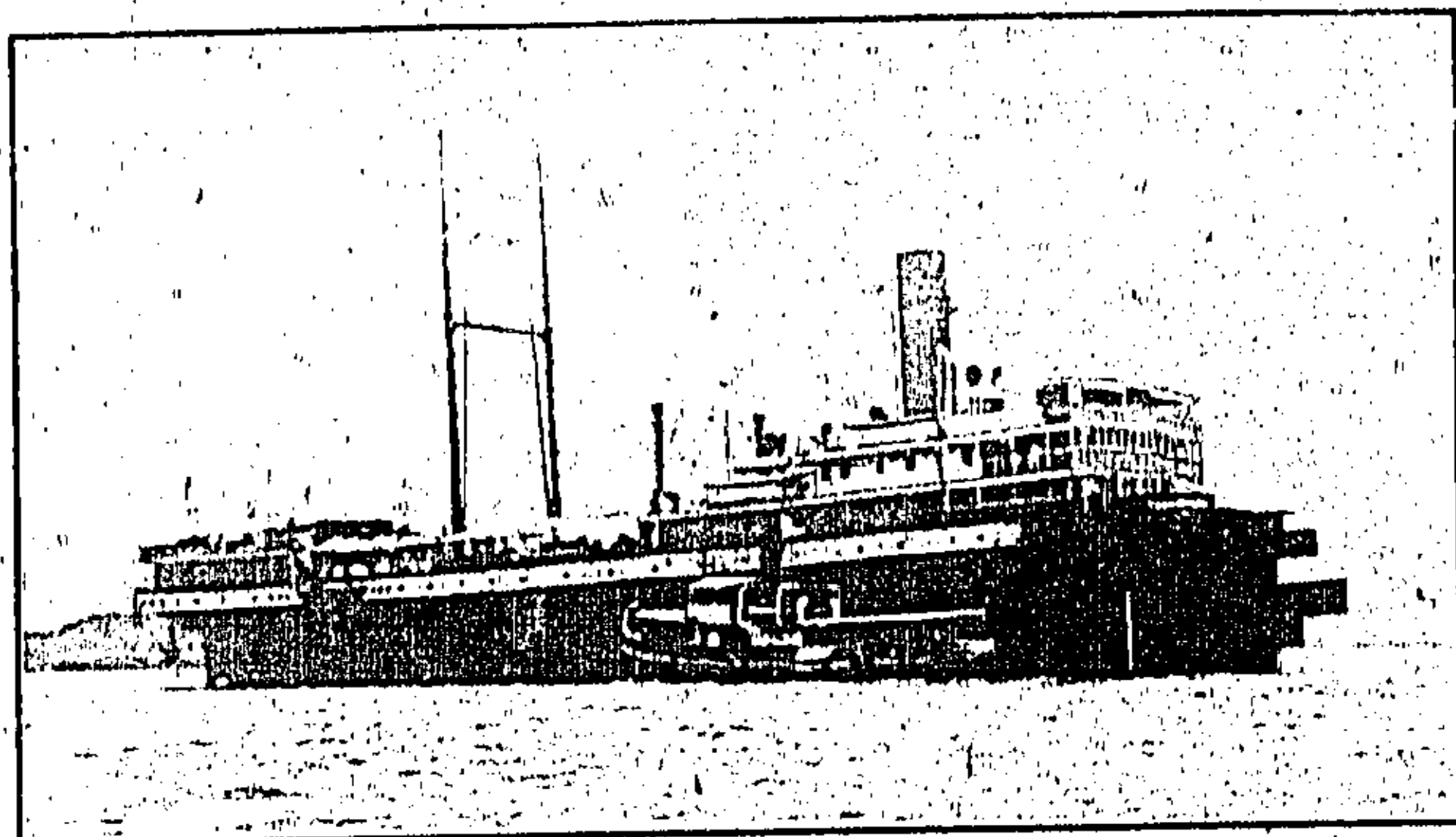
"MADAME -"

"PERFECTLY PRICED PRUNES 10¢ EACH"

By Small

"ARE YA SURE YA DON'T MEAN GOOD TIMES?"





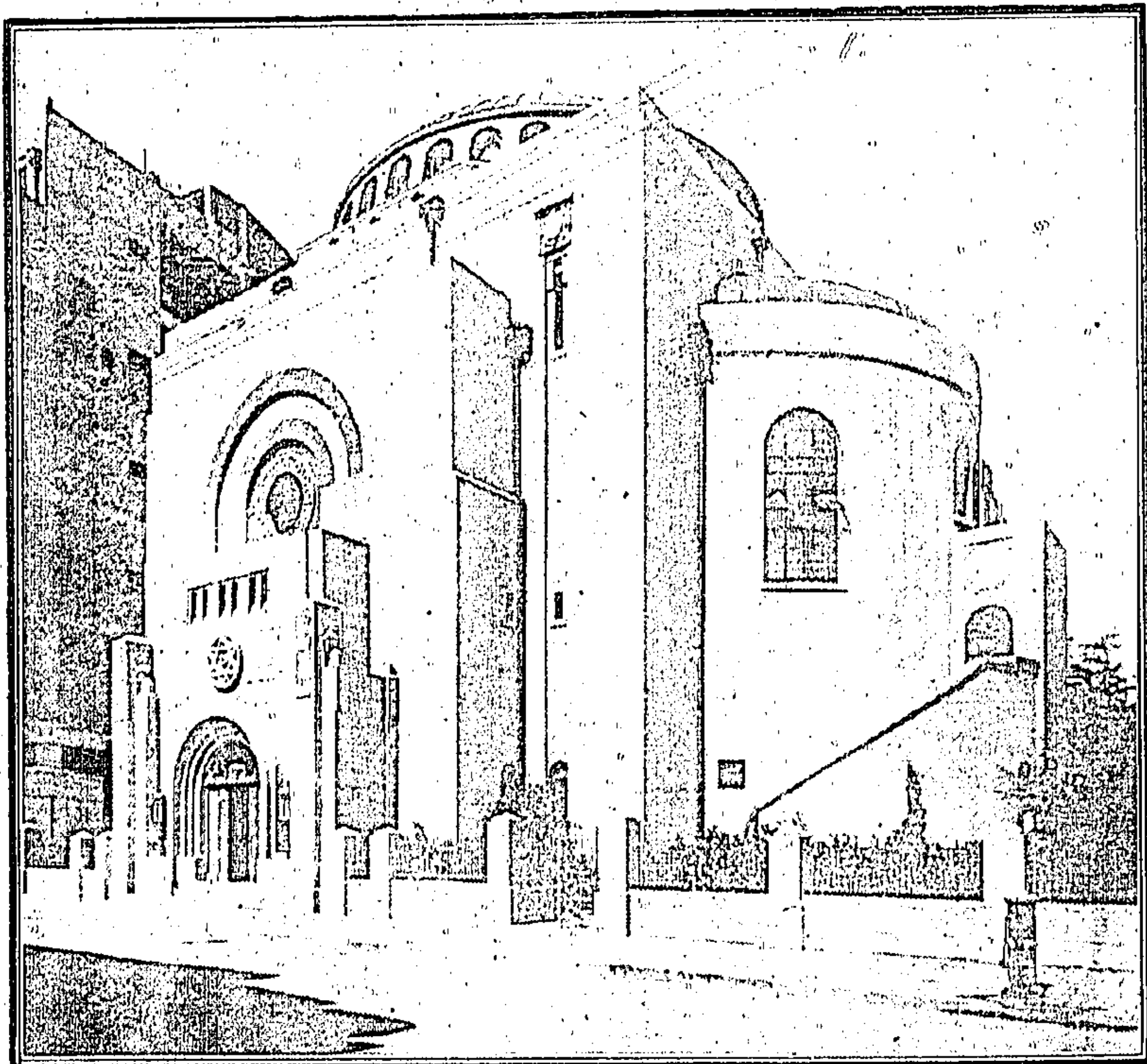
The salvaged portion of the ss. Tjilboet has this week been towed from Taikoo Dock to the vicinity of Stonecutters' Island to await the construction of a new fore portion. Our picture shows the vessel under tow through the harbour. (See Cheung).



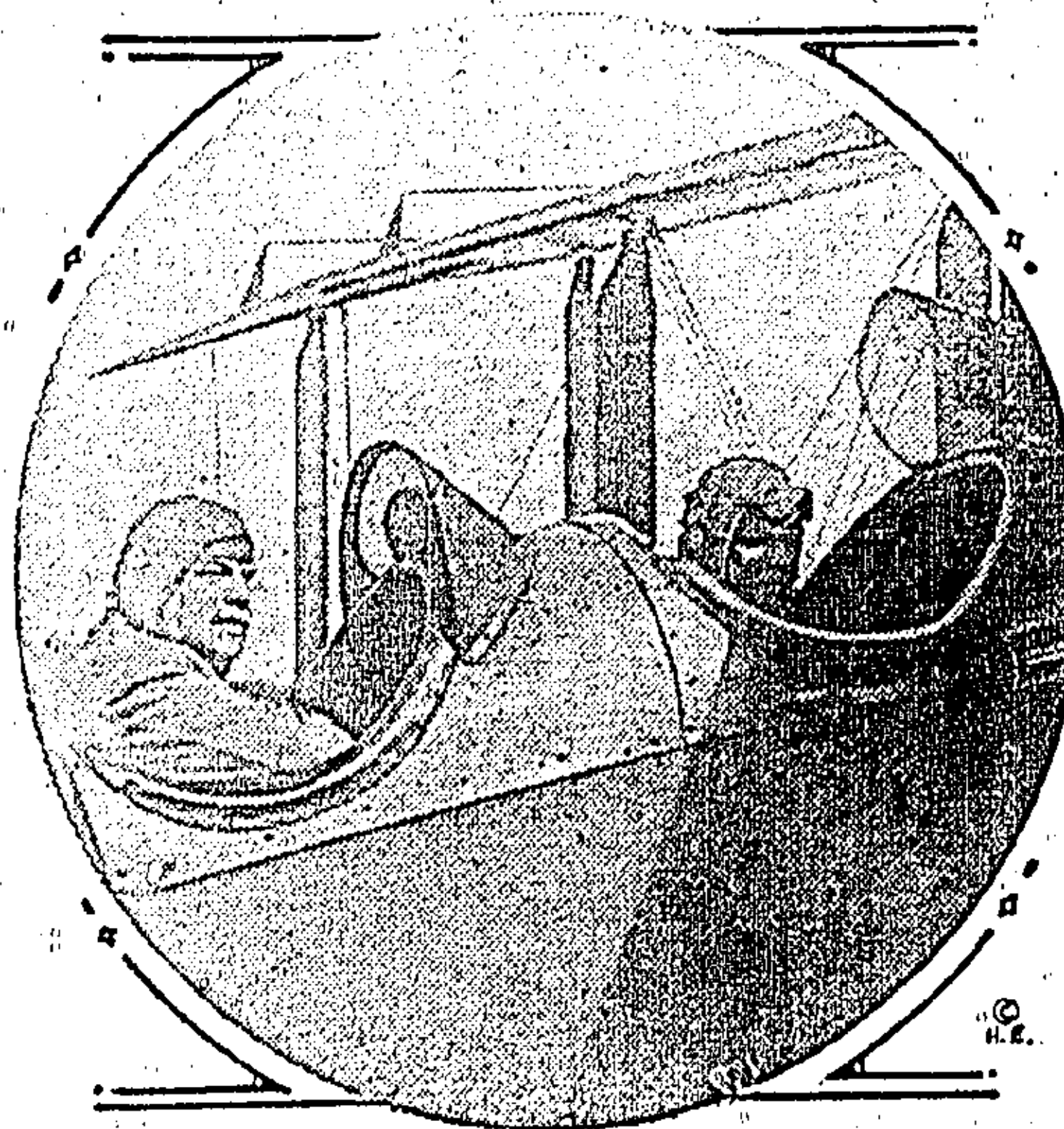
Alf and Erb, a couple of musicians well known to the Shanghai Defence Forces (and to the Police).



Boys of the U. S. Navy in Shanghai had a lesson in cooking, and eating, Sukiyaki at the Navy Y. M. C. A. a few days ago. They are seen above enjoying their novel experience.



The photograph shows the imposing frontage of the new Beth Aharon Synagogue, the gift of Mr and Mrs. S. A. Harboon, which was officially opened recently by Sir Sidney Barton, K.B.E., C.M.G., H. B. M. Consul-General in Shanghai, in the presence of a large number of the local Jewish Community. Messrs. Palmer and Turner were the architects.



The first radio beacon to guide airplanes on their true and safe course now does service at the College Park air mail field in Maryland. Dr. George K. Burgess, director of the Bureau of Standards, is shown behind the pilot in the airplane which first received the aid of this device.



A view of the camp put up on the south side of the creek close to Hungjao Road, Shanghai, where men from various battalions of the S. D. F. are spending a fortnight at a time under canvas. At the present time the Coldstream Guards are "in residence."

Summit
Shirts

Made of a fine French Print in neat stripes on white ground.
Flat-setting soft double cuffs.
Two soft collars to match each shirt.

\$6.50

WE ALLOW 10% DISCOUNT FOR CASH.

MACKINTOSH
& Co., Ltd.
MEN'S WEAR SPECIALISTS
Alexandra Building. Des Voeux Road.

Choose Glaxo for your Baby

Your Baby's future health depends on your choice of his food. You must choose the food you know is best, for you dare not endanger your Baby's progress by experimenting.

Be guided by the experience of the great number of doctors, nurses and mothers who choose rightly by choosing the best food they know—Glaxo.

Choose Glaxo for your Baby now! And be free for ever from any anxiety as to Baby's steady progress towards healthy, strong-limbed merry-hearted childhood. Ask your Doctor!

Glaxo
The Vitamin Milk Food

"Builds Bonnie Babies"

When Baby is 6 months old

or when he cuts his first tooth, add a little Glaxo Malted Food to his Glaxo. This will provide the best means of accustoming Baby, gradually and naturally to taking more solid food. Obtainable where you buy Glaxo.



Sole Agents:—

W. R. LOXLEY & Co.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS
HARDWARE MERCHANTS.

PHONE:—CENTRAL No. 1116. Wing Woo Street
TEL 52 Central

WHITEAWAYS

GENTS' OUTFITTING DEPARTMENT.

The Very Latest

NEW STOCK OF GENTS' TIES



in Wide-end Ties

Handkerchief Ties in the newest design From \$2.00

Knitted Ties in art and pure silk from \$2.25 to \$6.50

Batwing Bows from \$1.50

Ties & Handkerchief to match \$5.50 to \$6.50

WHITEAWAY, LAIDLAW & COMPANY, LIMITED.

A Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 161, 168, 174, 191, 194, 208, 216, 226, 228, 238

WANTED.

WANTED—Old Chinese stamps, used and unused. Good prices paid. Apply Box No. 243, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE—SEXTANT, equal to new. Only \$80. Apply Box No. 228, care of Hongkong Telegraph.

PREMISES TO LET.

TO LET—One European Flat, Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET—From 1st June, furnished flat at Mount Kellie, No. 196, The Peak. Apply Property Office, Jardine, Matheson & Co., Ltd.

TO LET—Ground floor three roomed flat, in Prat Buildings, with Flush and Sanitary Conveniences. Apply to: Spanish Dominican Procurement.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

FLATS also ROOMS, single, double, furnished or unfurnished, mid-level or Kowloon, excellent locations. Partial service, if required. Small Investors. Tel. C.4630.

TO LET—European Flat, 29A, Kennedy Road, 4 rooms 2 bathrooms servants quarters. Apply Telephone C.547, or Thornhill Aerated Water Factory, 154, Praya East.

TO LET—For six weeks or two months No. 2, Branksome Towers fully furnished, three roomed flat two modern bathrooms. Apply Linstead & Davis Alexandra Buildings.

TO LET—SHIPPING OFFICES in Connaught Road, Central, Nos. 16, 18 and 19, ground floors; Nos. 16, 17 and 18, first floors; Nos. 15, 16 and 17, second floors; Nos. 15, 16, 17, 18 and 19, third floors. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

PACKING

We carry out every description of packing goods for overseas transport. Terms reasonable.

KIMOTO & CO.
42, Wellington Street.
Tels. C.609 and 3237.

NEW ADVERTISEMENTS.

EX-ACTIVE SERVICE MEN'S ASSOCIATION, (1914-1918).

BATHING PICNICS.

The regular Bathing Picnic of the above Association will be held to-morrow (Sunday). Launch will leave Queen's Pier at 3 p.m. sharp and the trip will be to Picnic Bay or Clearwater Bay.

NOTICE OF REMOVAL.

We are moving our Office Premises on and from 1st August, 1927, to Prince's Building, ground floor, Ice House Street, (next Alexandra Cafe).

CALDBECK MACGREGOR AND CO., LTD.
(Incorporated under the Companies Ordinance of Hongkong.)

CHURCH NOTICES.

St. John's Cathedral, Hongkong, July 17th, 1927. 5th Sunday After Trinity. Holy Communion, 8 a.m. Children's Service, 10 a.m. Matins, 11 a.m. Preacher: Rev. H. Copley Moyle. Holy Communion, 12 noon. Evensong, 6 p.m. By kind permission of the Officer Commanding, the Band of the Queen's Royal Regiment will play for twenty minutes before evensong and during the Service.

Wesleyan Methodist Church, Queen's Road East opposite Naval Hospital. Sunday, July 17th. Services: 10.15 a.m. and 6 p.m. Preacher: Rev. J. C. Knight. Anstey: Subjects: Morning: "Thinking Pays." Evening: "Salt." Sailors and Soldiers' Home, Arsenal Street. Sunday, 3.0 p.m. Bible Class conducted by Mr. A. J. May. Sunday, 8.15 p.m. Chaplain's Hour.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Life." Wednesday Evening Meeting at 5.30 p.m. Reading Room, at above address, open: Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room.



IT'S QUALITY THAT COUNTS

G. W. R.

ONE THOUSAND DOLLARS REWARD. FRAUDULENT CONVERSION.

On the 6th May, 1927, TU PO LUN, an employee of the KIENTJIANG HAN firm of 126 Wing Lok Street absconded from the above address, having on various dates prior to that date obtained large sums of money from the said firm by fraud.



IT IS HEREBY NOTIFIED that a warrant has been issued for arrest of TU PO LUN and a reward of ONE THOUSAND DOLLARS will be paid by the undersigned to any person giving information leading to the arrest and conviction of the culprit.

Reward to be valid for 6 months from July 1st, 1927.

Description: Tu Po Lun aged 31 years, 5 ft. 4 in. in height, very stout, short-sighted wearing glasses, speaks good English dressed in European clothing. Hongkong Born parents natives of Pun U District.

(Sd.) E. D. C. WOLFE.
Captain Superintendent of Police.

C. I. D. Circular No. 2.
Hongkong, 27th June, 1927.

ELECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong, places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and Oxidized Silver.

Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.

ELECTRICAL ENGINEERS,

Tel. Central 358

Hongkong

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY, the 18th July, 1927, at 12 Noon.

at their Sales Room, Duddell Street.

16 Cases Marine Motors. (now stored in the Sun Co. Ltd's Godown, Kennedy Town.)

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY, the 18th July, 1927, commencing at 2.45 p.m.

At No. 719, Nathan Road, Top Floor, Kowloon.

A Quantity of Valuable Household Furniture.

(Full Particulars from Catalogue).

On View from Sunday, the 17th July, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on WEDNESDAY, the 20th July, 1927, commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Valuable Collection of Curios.

comprising:—

Jade, Old Porcelain, Old Bronze, Embroideries, Crystal, Amber, Lacquered Ware, Mandarin Seals, Mandarin Uniforms, Beads, etc., etc.

Catalogues will be issued.

On View from Tuesday, the 19th July, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on WEDNESDAY, the 20th July, 1927, commencing at 5.15 p.m.

at their Sales Room, Duddell Street.

A Valuable Collection (about 2000) Postage Stamps.

comprising:—

Old China and Hongkong, etc.

Catalogues will be issued.

On View from Tuesday, the 19th July, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.

YOUR SUSCEPTIBILITY TO "SUMMER TROUBLE"

is increased by intestinal congestion. The key to general good health during the hot season—as all the year round—is in ridding yourself of the poisons which if allowed to accumulate in the intestinal tract pollute your blood, poisoning the system.

In Pinkettes you find a mild yet thorough laxative and liver regulator which, taken when needed, serves to avert intestinal trouble and to ensure your general health. Of chemists, or post free from the Mail, from The Hongkong Mail, 60, The Arcade, Shanghai.

... AND YOU WILL.

... service of Italy ... by daily observation ... to guard against the incursion of enemy aircraft.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

Mr. E. V. M. R. de Sousa has received instructions to sell by Public Auction,

on MONDAY,

the 18th day of July, 1927, at 3 o'clock in the Afternoon

At the China Auction Rooms, 4, Duddell Street, Victoria, Hongkong.

THE VERY VALUABLE LEASEHOLD PROPERTY.

Situate at Yau-mat in the Dependency of Kowloon and Colony of Hongkong and being Sections A and B, The Remaining Portion of Section C and The Remaining Portion of Section D of Kowloon Marine Lot No. 49.

IN ONE LOT.

The property has a total area of 338556 Square Feet or thereabouts, of which the area of 88085 Square Feet or thereabouts has been built upon and is covered by 111 houses and the rest consists of vacant land.

The 111 houses erected on the property are all newly built four storied Chinese shops or dwelling-houses and are known as Nos. 501 to 561 (odd numbers) Canton Road and Nos. 1 to 80 Wai Ching Street, Yau-mat aforesaid.

The vacant land consists of five pieces of ground one abutting on the Harbour with a frontage of 660 feet and an area of 213810 Square feet or thereabouts, two abutting on a new street with areas approximately of 12733 Square feet 17490 Square feet or thereabouts respectively and the remaining two abutting on Wai Ching Street with areas approximately of 3219 Square feet and 3219 Square feet or thereabouts respectively.

Further particulars and conditions of sale may be obtained from a Plan of the property may be inspected at the office of

Messrs. DEACONS, 1, Des Voeux Rd. Central, Vendor's Solicitors or

Mr. E. V. M. R. DE SOUSA, The Auctioneers.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued For Batavia, Persian Gulf, Continental American and South African Ports.

The Steamship,

"ALIPORE" carrying His Majesty's Mails will be despatched from this port on or about Thursday, the 25th July, 1927, at noon, taking Cargo for the above Ports. Silk Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 p.m. the day before sailing. The contents and value of all packages must be declared. For further Particulars, Apply to—

MACKINNON, MACKENZIE & COMPANY, Agents.
Hongkong, July 16, 1927.

HONGKONG TIDE TABLE.

From 16th to 24th July 1927.

Time	High Water	Low Water
Mon. 18	10.15	4.15
Tue. 19	11.15	3.15
Wed. 20	12.15	2.15
Thurs. 21	1.15	1.15
Fri. 22	2.15	0.15
Sat. 23	3.15	0.15
Sun. 24	4.15	0.15

POST OFFICE NOTICE

RADIO NOTICES.

Radio Telegraph Services are now in operation between Hongkong and the following places:—French Indo-China, province of Yunnan, Canton, Swatow, Kowloon, Macau, Kwongchowwan, Fort Bayard, Wuchow, and Hoihow. Rates and further particulars on application to the Radio Counter, 1st Floor, G. P. O. Building.

NOTICE.

The parcels post service to Russia in Asia via Japan is temporarily suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 a.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so authorised.

Parcels post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

INWARD MAILS.

From	Per	Date
Europe via Negapatam (letters and papers London, 16th June) ...	Santhia	July 16.
Japan, Shanghai and Europe via Siberia	Hakozaki Maru	July 16.
Suez and Straits	Persous	July 17.
Manila	President Lincoln	July 17.
Canada, U.S.A., Japan and Shanghai	Empress of Canada	July 18.
U.S.A., Honolulu, Japan and Shanghai	Siberia Maru	July 18.
U.S.A., Honolulu, Japan and Shanghai	Pres. Cleveland	July 18.
Suez and Straits	Pres. Hayes	July 18.
Japan	Adriatic	July 18.
Japan and Shanghai	Aki Maru	July 19.
Australia and Manila	Sphinx	July 19.
Suez and Straits	Mishima Maru	July 21.
U.S.A., Canada, Japan and Shanghai	Antenor	July 21.
Japan and Shanghai	Macedonia	July 22.
U.S.A., Canada, Japan and Shanghai	Pres. Madison	July 24.
Japan and Shanghai	Hakusan Maru	July 24.
Straits	Kamo Maru	July 25.

OUTWARD MAILS.

For	Per	Date
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Hakozaki Maru	Sat., July 16, Kowloon P. O. Registration 1.15 p.m. Letters 1.30 p.m. G. P. O. Registration 2.30 p.m. Letters 2.45 p.m. (Due Marseilles 15th August.)
Haiphong	Tonkin	Sat., July 16, 1.30 p.m.
Swatow, Amoy and Foochow	Haibong	Sat., July 16, 4 p.m.
Samshui and Wuchow	Tai Ming	Sat., July 16, 4 p.m.
Shanghai and Europe via Siberia	Muensterland Sun.	July 17, 8.30 a.m.
Swatow, Amoy and Foochow	Hozan Maru	Sun., July 17, 9 a.m.
Manila and parcels for Germany via Hamburg	Ermland	Sun., July 17, 9 a.m.
U. S. A., C. and S. America, and Europe via San Francisco and Europe via Siberia	President Lincoln	Mon., July 18, Registration 3 p.m. Letters 3.15 p.m. (Due San Francisco 11th August.)
Manila	President Hayes	Mon., July 18, 5 p.m.
Saigon	Solviken	Mon., July 18, 5 p.m.
Hoihow, Pakhoi and Haiphong	Takwa Maru	Tues., July 19, 8.30 a.m.
Saigon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Sphinx	Tues., July 19, Kowloon P. O. Registration 10.30 a.m. Letters 10.45 a.m. G. P. O. Registration 11.45 a.m. Letters 12.00 p.m. (Due Marseilles 20th August.)
Manila	Emp. of Canada	Tues., July 19, 3.30 p.m.
Manila	President Cleveland	Tues., July 19, 4.30 p.m.
Swatow	Foo Shing	Wed., July 20, 8.30 a.m.
Swatow, Amoy and Fomosa	Menado Maru	Wed., July 20, 8.30 a.m.
Manila, Australia and New Zealand via Thursday Island	Aki Maru	Wed., July 20, Registration 8.45 a.m. Letters 9.00 a.m. (Due Thursday Island 1st August.)
Java via Soerabaya	Tjitaroom	Wed., July 20, 2.30 p.m.
Shanghai	Yusang	Thurs., July 21, 8.30 a.m.
Straits	Van Houtz Thers.	July 21, 10.20 a.m.
Swatow, Amoy and Foochow	Haiching	Thurs., July 21, Noon.
Shanghai	Chaksang	Fri., July 22, 8.30 a.m.
Japan	Mishima Maru	Fri., July 22, 9.30 a.m.
Amoy	Fooksang	Fri., July 22, 5 p.m.
Japan, Canada, U.S.A., C. and S. America and Europe via Victoria B.C.	Tyndareus	Parcels 22nd 5 p.m. Letters 23rd 5 p.m. Registration 23.45 a.m. Letters 24.00 a.m. (Due Victoria B.C. 16th August.)

Manila ... President Cleveland ... Tues., July 19, 3.30 p.m.

Swatow ... Foo Shing ... Wed., July 20, 8.30 a.m.

Manila ... Emp. of Canada ... Tues., July 19, 3.30 p.m.

Manila ... President Cleveland ... Tues., July 19, 4.30 p.m.

Swatow ... Foo Shing ... Wed., July 20, 8.30 a.m.

Swatow, Amoy and Fomosa ... Menado Maru Wed., July 20, 8.30 a.m.

Manila, Australia and New Zealand via Thursday Island ... Aki Maru ... Wed., July 20, Registration 8.45 a.m. Letters 9.00 a.m. (Due Thursday Island 1st August.)

Java via Soerabaya ... Tjitaroom ... Wed., July 20, 2.30 p.m.

Shanghai ... Yusang ... Thurs., July 21, 8.30 a.m.

Straits ... Van Houtz Thers. ... July 21, 10.20 a.m.

Swatow, Amoy and Foochow ... Haiching ... Thurs., July 21, Noon.

Shanghai ... Chaksang ... Fri., July 22, 8.30 a.m.

Japan ... Mishima Maru ... Fri., July 22, 9.30 a.m.

Amoy ... Fooksang ... Fri., July 22, 5 p.m.

Japan, Canada, U.S.A., C. and S. America and Europe via Victoria B.C. ... Tyndareus ... Parcels 22nd 5 p.m. Letters 23rd 5 p.m. Registration 23.45 a.m. Letters 24.00 a.m. (Due Victoria B.C. 16th August.)

Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles ... Sphinx ... Tues., July 19, Kowloon P. O. Registration 10.30 a.m. Letters 10.45 a.m. G. P. O. Registration 11.45 a.m. Letters 12.00 p.m. (Due Marseilles 20th August.)

Manila ... Emp. of Canada ... Tues., July 19, 3.30 p.m.

Manila ... President Cleveland ... Tues., July 19, 4.30 p.m.

Swatow ... Foo Shing ... Wed., July 20, 8.30 a.m.

Swatow, Amoy and Fomosa ... Menado Maru Wed., July 20, 8.30 a.m.

Manila, Australia and New Zealand via Thursday Island ... Aki Maru ... Wed., July 20, Registration 8.45 a.m. Letters 9.00 a.m. (Due Thursday Island 1st August.)

WATER LEVELS.

REPORT FROM BOARD OF CONSERVANCY WORK OF KWANGTUNG. WATER-LEVELS IN ENGLISH FEET

Place of Observation.	Highest W.L.	Lowest W.L.	14/7	15/7
	on record	on record		
West River at Shihing	41.0	0'	23.2	falling
North River at Tsingyueh	28.7	0'	9.2	falling
North River at Samshui	27.3	—5'	15.7	falling
East River at Sheldung	15.2	3'	7.0	falling

THAT ROTTEN TIFFIN---

WAS IT COOKED
ON A PRIMITIVE
AR-RANGE-MENT,
OR WAS IT
COOKED BY

GAS?

IF THE FORMER—

DON'T BLAME
THE
COOK

HONGKONG & CHINA
GAS CO., LTD.



GAMBLING AMONG CHILDREN.

"SOME WOULD BET ON
ANYTHING."

Betting and gambling among school children are more common in the big cities of the North than in London.

A number of delegates at the annual conference of head teachers at Liverpool gave this impression to a Press Association representative, who sought their opinions upon a statement by Mr. T. Frest, a head teacher from Hull, that "the boys and girls in my own school put money on horses regularly as part of the day's programme."

Miss J. W. Gibb, the first woman president of the Association, said to-day that she had never had experience of betting among school children in Liverpool. But I have heard all sort of rumours, she said, and there is little doubt that such things go on.

I know of cases where children have turned up late for school. Their excuse has been that they have been on an errand for mother or father. That errand has usually meant the taking of a betting slip to a bookmaker.

Miss L. Swann, a head mistress in the Bethnal Green district of London, was emphatic that very little gambling went on among the children of her school. In my 27 years' experience of Bethnal Green, I have never seen any evidence of gambling among children, she said. In the North, of course, the children grow up in an atmosphere of betting, but in London conditions are much better.

Miss A. M. Collins, of Paddington, said—I have seen children on their way to school handing betting slips to bookmakers, and other London teachers spoke of the bad effect on the children of the open betting of their parents.

Gambling Machines.

Some of the children, said Mr. T. H. Gunn, of Hull, would bet on anything, and the thing that teachers have to do is to keep away from them the things that encourage that spirit. That is why we object to the gambling machines that are placed in shops all over the place. We find that these machines are being used in many centres in the North and the attention of the police has already been drawn to the evil.

One of the worst phases of this gambling fever is that very often the children use money belonging to other people in the gambling machines.

Mr. D. J. Benjamin, head teacher of the Amberley Road Schools, North Paddington, touched on another aspect of the evil. I have found some of my boys act-

THE LEIPZIG FAIR.

INTERNATIONAL ECONOMICS.

Nearly nine years have passed since the end of the World War. In spite of this, international economic relations are by no means completely renewed. The difficulties on the international market are generally known. America has got enormously rich while Europe has grown poorer. The buying power of Russia is still feeble. The huge Chinese market is to a great extent unavailable owing to the inner disturbances in that country. Exaggerated protection tariffs separate the different countries from one another and increase the difficulty of trade. Various countries have not attained a gold currency so that there is a continued instability in this connexion.

Business men throughout the entire world are confronted by far greater risks than in pre-war times. It is in the mutual interests of business people all over the world that stable conditions should be restored in international economic life and, above all, that the world-market should be free to all. There are any number of theories on this subject. The business man however is not interested in theories but in practice. What conferences and negotiations can only bring about slowly and with difficulty the business man manages far quicker by practical co-operation with his own kind.

An interesting example of this is the world-famed Leipzig Fair. For more than 700 years it has been an international meeting-place for supply and demand of all kinds of goods and has maintained its position throughout the fiercest wars of the middle ages and of modern times. In the midst of the commercial-political limits of the present day the Leipzig Fair is the immovable centre of the international exchange of goods. This year's Leipzig Spring Fair was visited by 155,000 business people, of whom nearly 25,000 were foreigners. There were 9,253 exhibitors, 655 of whom were foreigners. Nearly 80 different countries had sent their business representatives to the Leipzig Fair. The Leipzig Autumn Fair begins on the 28th August. Participation in this Fair is indeed as a large London paper wrote lately: "the open door to better business."

ing as "touts for bookmakers in dark alleys in our poor districts. When they see me they scamper away. I often ask boys how they get so much money, and they tell me they play with dice on Sundays. They play on the doorsteps of the miserable dwellings in our district, and I am convinced they are led away by hobbled boys."

M.P.'S PLEA FOR WAR COMRADE.

BECAME CONFIDENCE
TRICKSTER.

A plea for leniency for a confidence trickster who served with him during the war was made by Commander Locker-Lampson at Marlborough-street recently.

The commander said the man was with him for three and a half years.

"I knew him when we were marooned on the coast of Lapland while making for Russia. We got caught in the ice and had to spend the winter there under cold and extremely dark conditions.

James was then as good a comrade as anyone else. After eight months the ice gave. We got away and fought in Turkey. We also fought in Persia, and subsequently James came back with me to Galicia, and we were in the greatest of retreats, I believe, in the history of the war, when the Russians laid down their arms. That was in 1917.

James helped me as an orderly, and few men in the unit behaved more pluckily or more honourably than he did. Indeed, he did so well that he was awarded two Russian medals and was singled out by the Admiralty for the D.C.M.

"I think he and another man were the first to get this medal for service 'ashore.'"

Commander Locker-Lampson said he entrusted him with money and also with confidential work.

He would be ready to look after him and give him a job for a reasonable time if it were thought advisable.

The man, Frederick James, 43, of King's Cross, was sent to prison for three months' hard labour for being concerned in stealing and receiving £185 from an Australian visitor.

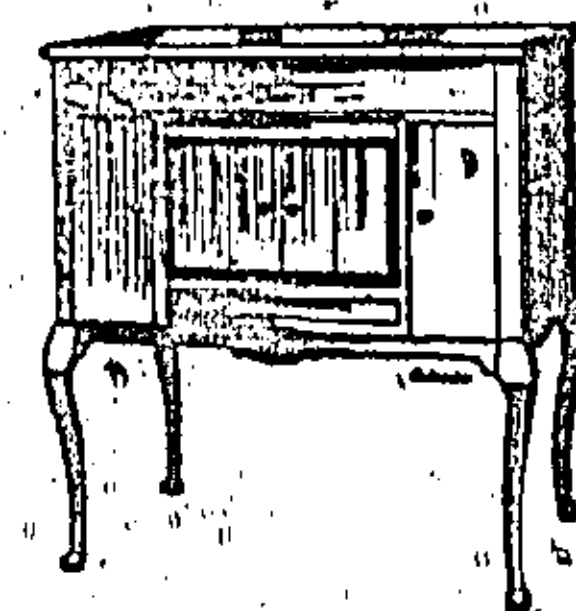
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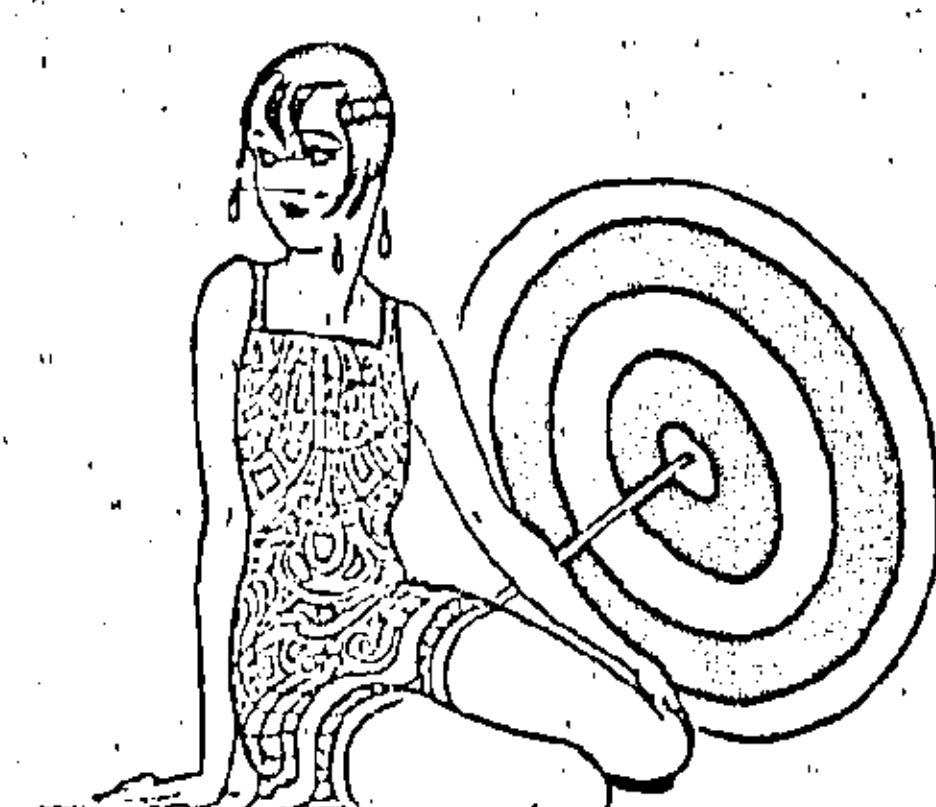
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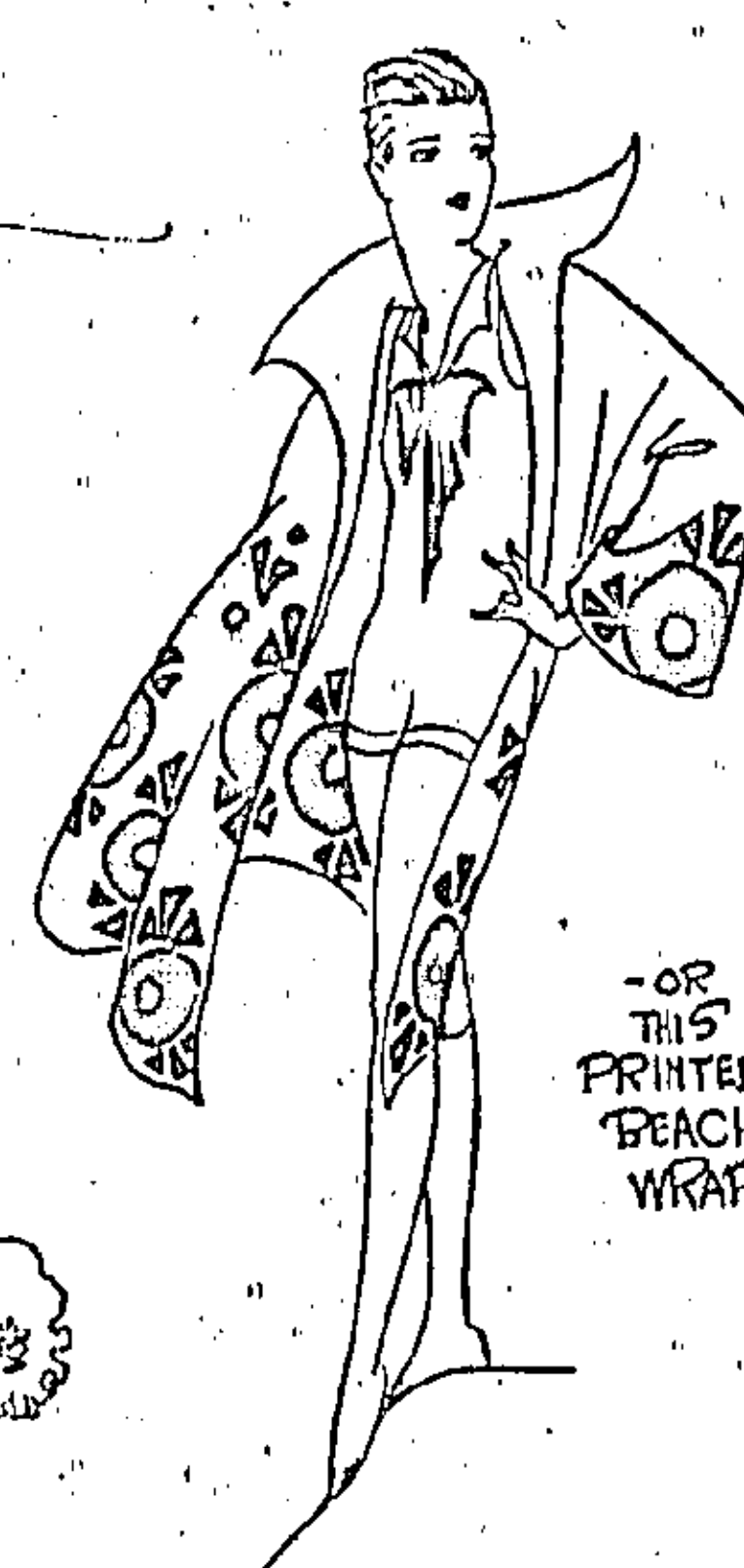
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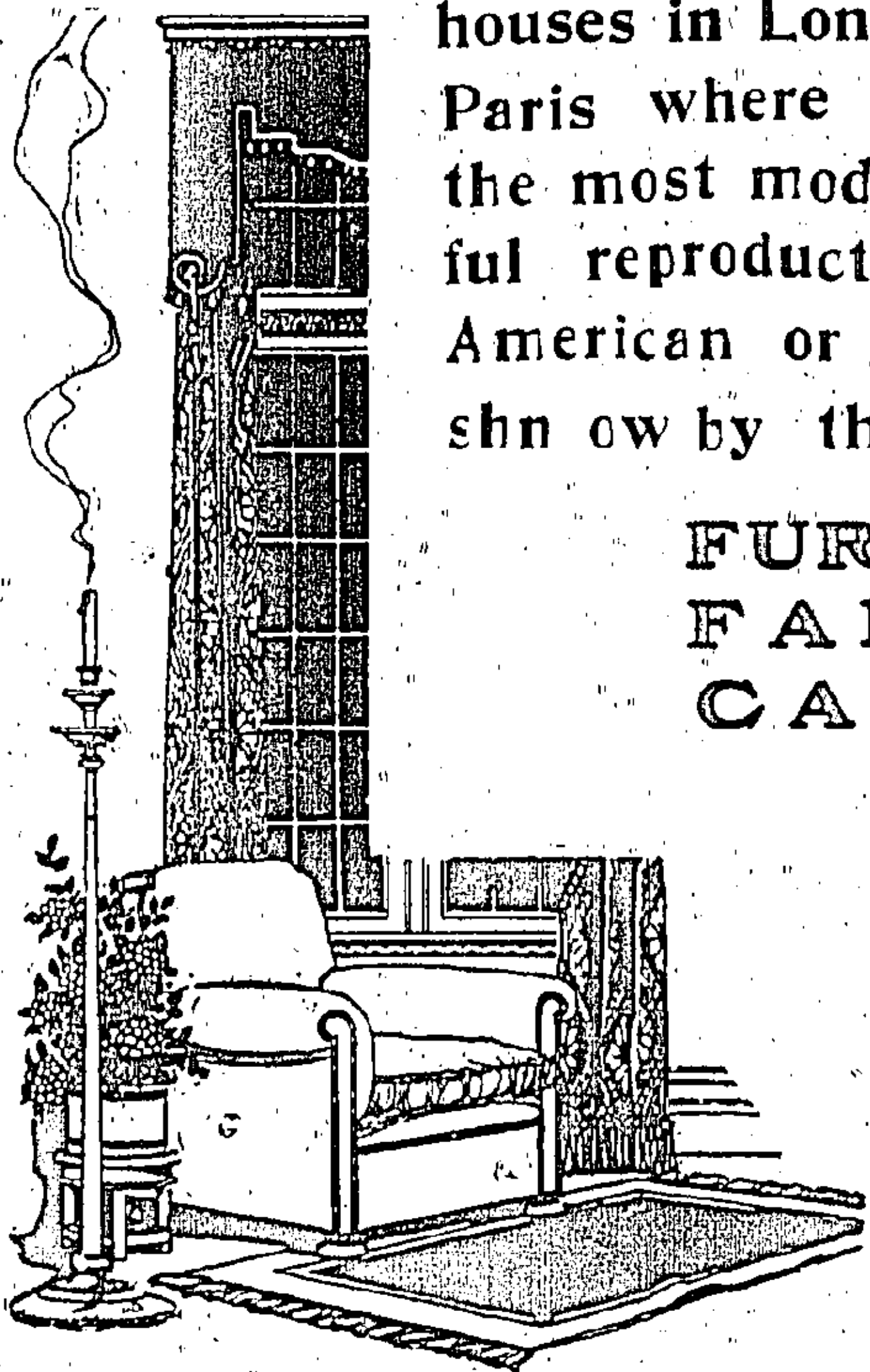
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HUNT IN EVENING DRESS.

£5,000 HAUL DURING ASCOT DINNER.

Ascot police are searching for three men concerned in a daring robbery at midnight at Queen's Hill, Ascot, occupied by Mr. and Mrs. G. H. Whigham. An entrance was obtained through a bedroom window, by means of outside trellis work, and £5,000 worth of jewellery taken.

The men got away by slipping down a stackpipe, but were seen by one of the servants, who raised the alarm. The thieves were chased across the grounds, but managed to get away. In their hurry, however, they dropped one of the suitcases into which they had packed the jewellery, and it was found in a wood. It contained nearly half the stolen property.

The home of Mr. and Mrs. Whigham stands in its own extensive grounds, a good distance from the road, and the entry was made at eleven o'clock, while a dance was in progress, in which a large number of guests who formed Mrs. Whigham's Ascot house party were participating.

The burglars approached the house from the road, in bright moonlight, carrying with them a garden seat, which they propped up against the side of the house. From the top of the seat they were able to haul themselves into a first floor window.

Bedrooms Ransacked.

They were in the house undisturbed for some time, for they were able to ransack the main bedrooms on the first floor, and pack all the valuables into suit cases, which they found in the guest rooms.

The burglars first visited the room of Mrs. Hay Whigham, where they found the attaché case containing jewellery. They then went along a corridor into a room occupied by Mrs. Gilbert Whigham, where they gathered up everything of value they could find.

The house was the scene of an exactly similar robbery on Gold Cup day last year. It was then in the occupation of Mrs. Barnett, daughter of the late Mr. Guy St. Aubyn.

The discovery was made by a night watchman whose duty it is to patrol the grounds.

Coming round the corner of the house, he was amazed to see a man standing on a flower bed, and another sliding down a stack pipe. The men had fair start, and tore off down the back drive, dropping one of the suit cases to lighten their load.

The watchman raised the alarm, and gave chase down the drive, which is not now in use, but the fugitives cut into a wood, and the watchman returned to the house for assistance.

The whole staff, accompanied by many of the male guests in evening dress, turned out, and a thorough search of the woods was made, but the men made good their escape. It is believed that they had a car waiting in a lonely lane which skirts the grounds of Queen's Hill.

MYSTERY RECALLED.

CENTRE OF 'ELEVEN-DAYS' WONDER.

Mrs. Agatha Christie, the writer of detective stories, who created an 11-days' mystery by her disappearance last December, is to sell her home, Styles, Sunningdale, Berks.

The house is described by the auctioneers, Messrs. William Willett, as a luxurious modern residence, with two acres of gardens and a hard tennis court. It has 12 bedrooms, three bathrooms and two reception rooms, says a London paper.

It was offered for sale by auction yesterday, but the bidding was slow, starting at £4,000, which the auctioneer described as about half the value of the property. Four bids followed, increasing the offer to £5,500, and at this price the property was withdrawn.

Owner Now Abroad.

A Press representative was informed that a number of people wanted to buy the house privately, and that when it is sold the contents will go with it. Mrs. Christie having decided to leave the neighbourhood. She is now living abroad.

It was on December 3 that Mrs. Christie left the house in her car shortly before 10 o'clock at night. Next day the car was found abandoned at Newlands Corner, near Guildford.

When the police, after a week's unavailing search for Mrs. Christie, invited the public to assist, 15,000 people journeyed to Newlands Corner and scoured the country for miles around.

She was found later at the Harrogate Hydropathic, where she had been living under the name of Teresa Neele, of Cape Town. Two doctors certified that she was suffering from loss of memory.

10TH CENTURY MSS.

ANHALT GOSPELS BOUGHT BY AMERICAN.

Rare manuscripts—some 1,100 years old, another but 28—were sold for big prices at Sotheby's recently.

Chief among them was the illuminated book, known as the Anhalt Gospels, which was bought by an American for \$9,000.

Mr. Gabriel Wells, the New York bookseller, was the purchaser, writes a *Daily Chronicle* representative, but he did not get the Gospels without a struggle.

There were a brief but dramatic effort made by Dr. Karl W. Hiersemann, of Leipzig, who was beaten "on the post."

When this tenth century German manuscript on vellum, which had been in the library of the Dukes of Anhalt-Dessau for 400 years, was put up there was a stir in the international ring of buyers, and the first bid was by Mr. Frank Sabin of £1,000.

The bidding went rapidly without a pause in £200 bids to £4,000, thence by £300 bids to £7,000. Dr. Hiersemann following Mr. Wells as rapidly as the other nodded. At this point the "nods" were worth £300 apiece.

The German's last offer was £8,800. There was a moment's silence, and then the £9,000 mark was reached.

None of the well-known English bibliophiles present moved, and after a further query by the auctioneer the hammer descended, and one more unique example of European culture was destined for the United States.

[The Gospels were described in Monday's issue of *The Daily Chronicle*.]

Absent-Minded Beggar.

Later in the day the manuscript of "The Absent Minded Beggar" realised £340. There were four pages in the manuscript, the words being by Kipling, and the music, written and signed by Sir Arthur Sullivan, and dated November 6, 1899.

Mr. Walter Spencer, of New Oxford-street, the purchaser, claims that, apart from the value of the manuscript as a souvenir of the South African War, the combination of Kipling and Sullivan made the manuscript a literary rarity.

A first edition copy of "Gray's Elegy" (1751) was sold to Mr. Quaritch for £930. It was bound in calf with two other poems.

[The record price for a "Gray's Elegy" is £1,550, paid for the McGeorge copy in 1924. The work was published at only a few shillings a copy.]

The famous autograph manuscript of Sir Philip Sydney in defence of his uncle, Robert Dudley, the Earl of Leicester, fetched £1,520.

The poet, statesman, and soldier replied to a scurrilous pamphlet, "A dialogue between a scholar, a gentleman, and a lawyer." The manuscript proclaims, "I am a Dudley in blood," and "I do acknowledge that my cheefe honour is to be a Dudley."

THE TRADES UNION BILL.

MR. HILAIRE BELLOC'S VIEWS.

Writing to the *Journalist* on the Trades Union and Trade Disputes Bill, Mr. Hilaire Belloc, the famous author says:

"I have your letter of the 17th. I am afraid what I have to say on the subject of this sham Trade Unions Bill may seem beside the mark to many of your readers, but I studied Westminster pretty closely at first hand for five years, and I think I know the humbug as well as anyone alive.

In my judgment the real motive of the whole affair is to try and restore some sort of movement to the dying parliamentary system. The politicians on both sides want "a live issue" which will make people discuss and vote, and take an interest in the wretched puppet-show, as they used to do when it was still alive, 20 years ago. I think they have failed. I cannot find in talking to the rank and file, any particular interest in the affair.

We all know that the determined attack on Trades Unionism will continue and will increase in volume. But all that could possibly be done to destroy the liberty of the wage-earners may be done through the Lay Courts without any special legislation. What is hoped for from this Bill is to start the old parliamentary machine again, which has gone stone cold, to get the "pendulum" going, and to see that that half of the professional politicians who call themselves "labour" shall soon enjoy their due turn at huge salaries out of the taxes, private profits out of the sale of honours and contracts, financial tips, jobs for their hangers-on and all the rest of the dirty old business.

I hope I have made myself clear."

ART GALLERY FOR LONDON.

FAMOUS OLD BRISTOL HOTEL.

Lovers of art in London are not to be permanent losers through the closing of the Spring Gardens Gallery.

To take the place of this fine building, which was taken over from the London County Council some years ago, and has now been handed back to them to meet the need of additional accommodation for the new Bridges and Housing Schemes, a new gallery is shortly to be opened in Burlington Gardens.

For this purpose the famous old Bristol Hotel has been acquired, and the building is now in process

BRITISH LEGION.

KING'S MESSAGE OF GOOD WISHES

When the conference of the British Legion was resumed in London in mail week the following message was read from the King: "The King has received with much pleasure the message of greetings you have addressed to His Majesty on behalf of the delegates assembled at the British Legion Conference. In thanking them for their loyal assurance, and good wishes His Majesty hopes that every success may attend the conference."

Mr. T. F. Lister (Birkenhead) presided over the conference. A number of amendments to the charter and rules were discussed during the morning. A proposal that the women's section and approved benevolent funds should be eligible to nominate representatives to the Legion Relief Committees fell through as it did not receive the necessary two-thirds majority of the conference.

The chairman explained that any amendments to the charter or rules carried by the conference could not become operative until they were approved by the Privy Council.

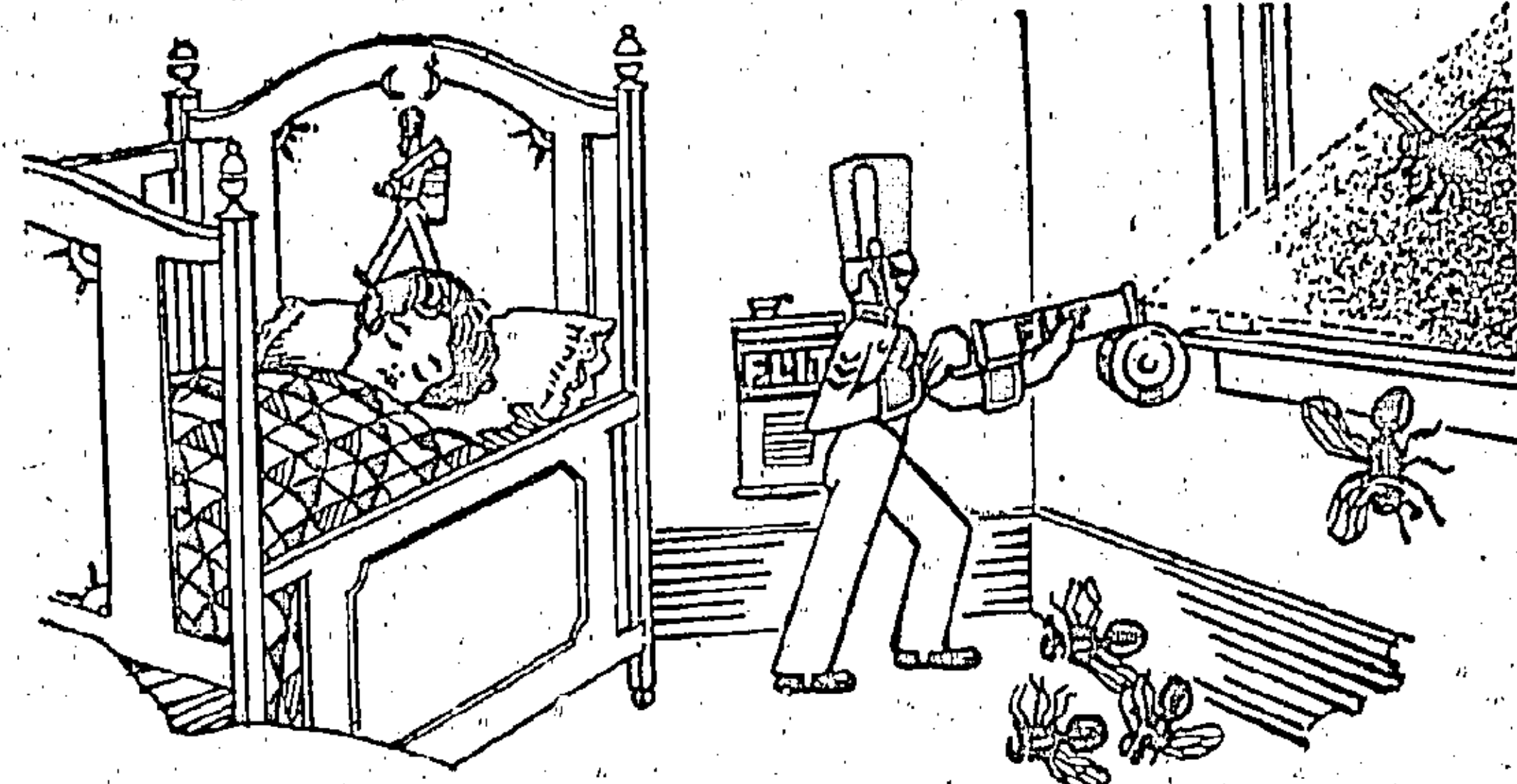
A resolution was adopted calling for the withdrawal of Parliamentary Whips in procedure relating to legislation bearing upon the welfare of ex-Service men, war widows, and dependants of the fallen in the matter of pensions, employment, and other features on the ground that by the freedom of the member of Parliament it is alone possible to lift ex-Service problems out of the arena of party politics.

With only half a dozen dissentients, the Conference rescinded a resolution passed at the last Conference, that definite steps should be taken to use the whole forces of the Legion to oppose Parliamentary candidates who had voted against the pension policy of the Legion. Mr. Warne, South-Western area, who proposed the rescinding of the resolution, said it had been interpreted as meaning that the Legion was going into party politics.

of conversion. The lower floors will be occupied by offices, shops and a restaurant, above which the art gallery will be erected.

At Spring Gardens the new method of top-side lighting was installed, and definitely proved its superiority over all other methods. The new system, together with other improvements suggested by recent experience, will be installed at the New Burlington Gallery.

It was hoped that the new premises would be ready in time for this season's exhibition of the "London" group, but necessary structural alterations have proved impossible. Instead, the London group have taken the gallery of the Royal Water Colour Society in Pall-mall.



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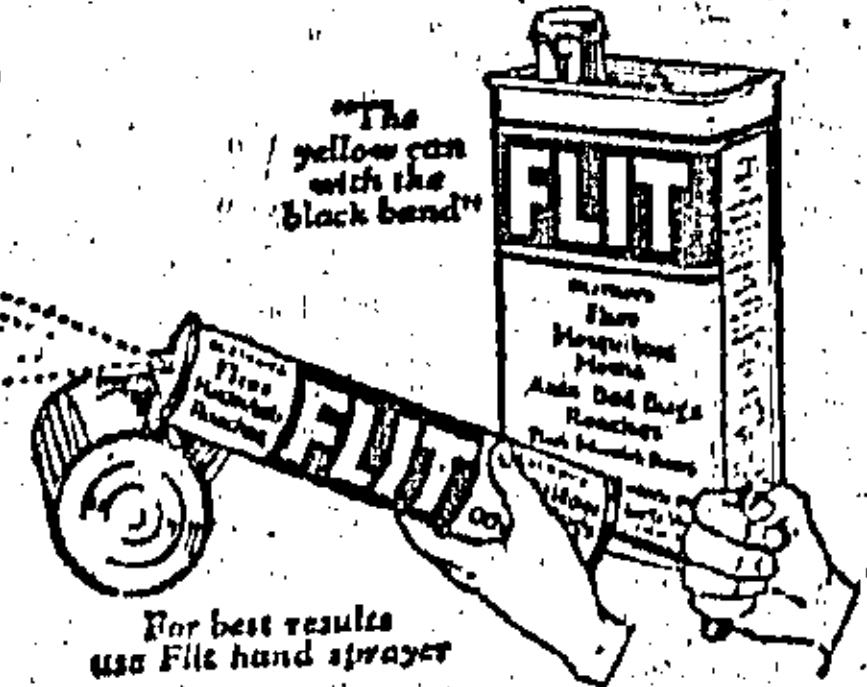
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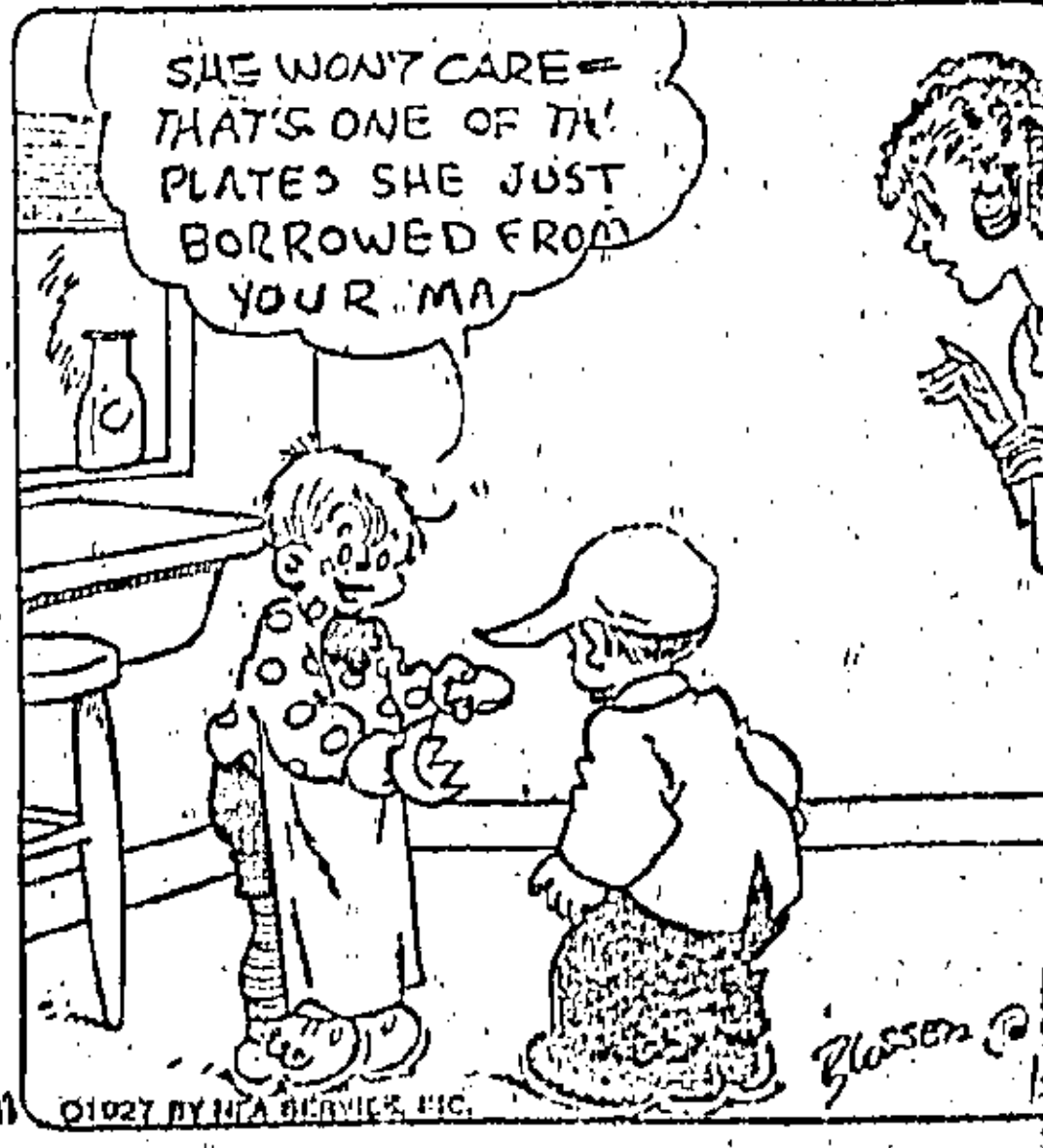
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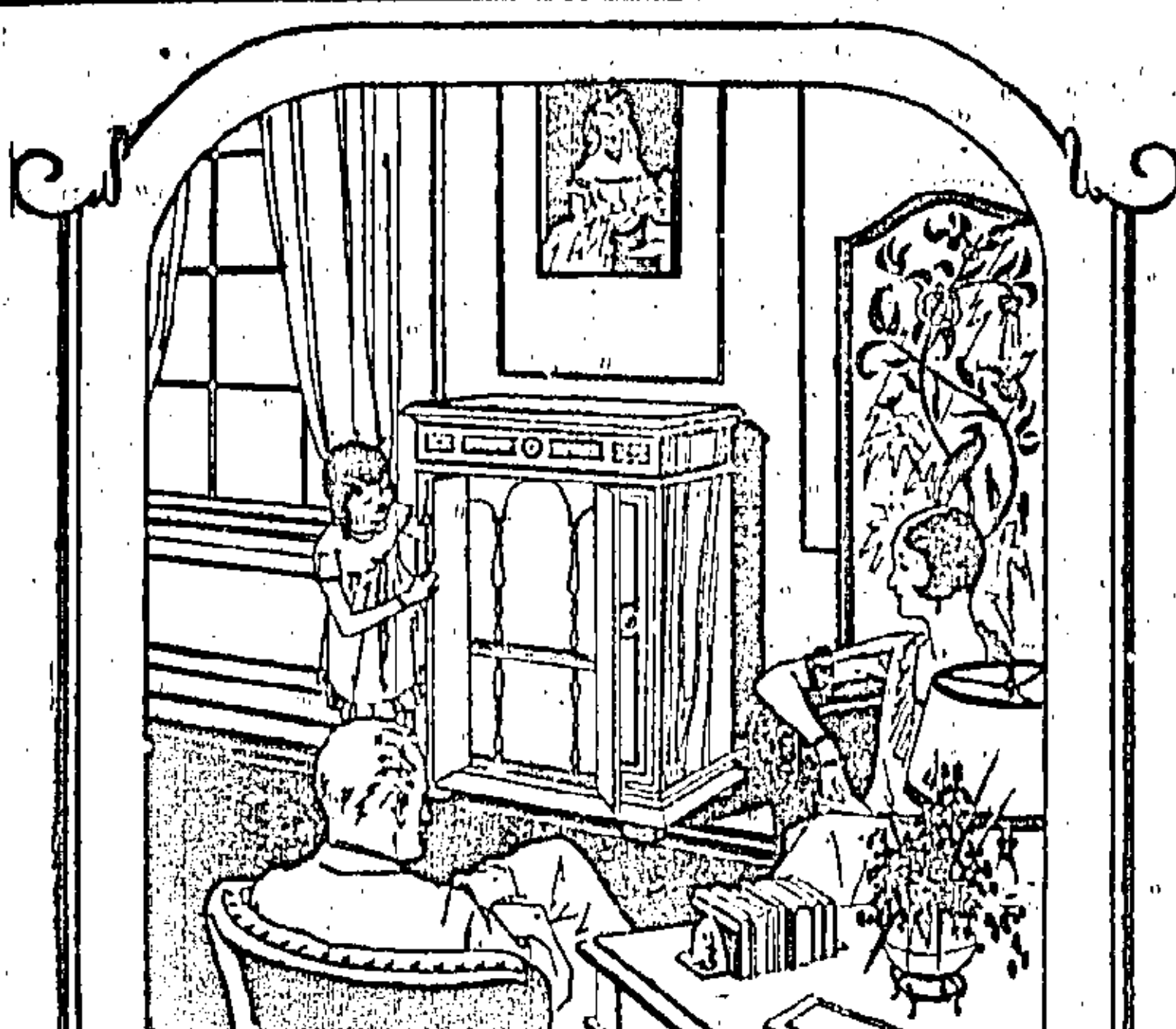
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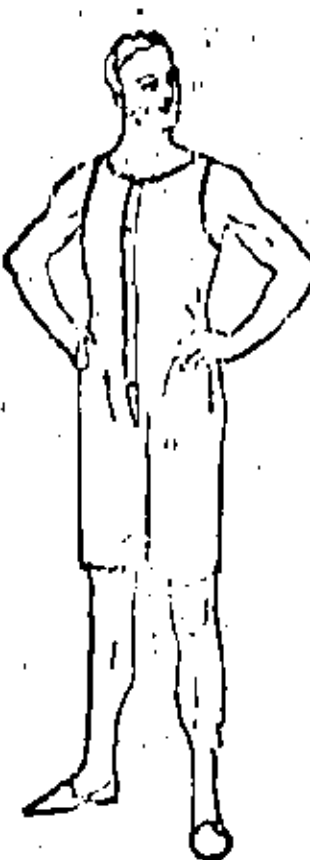
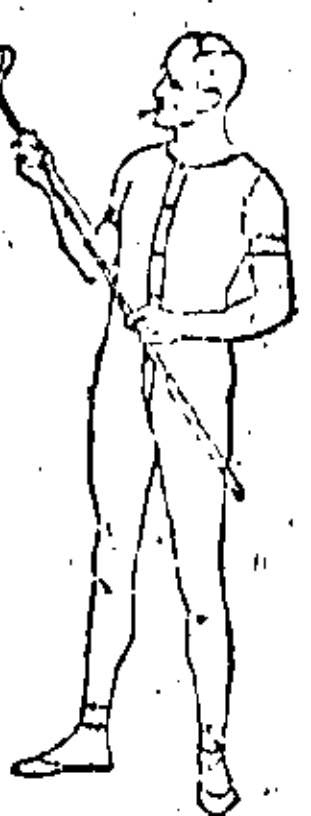
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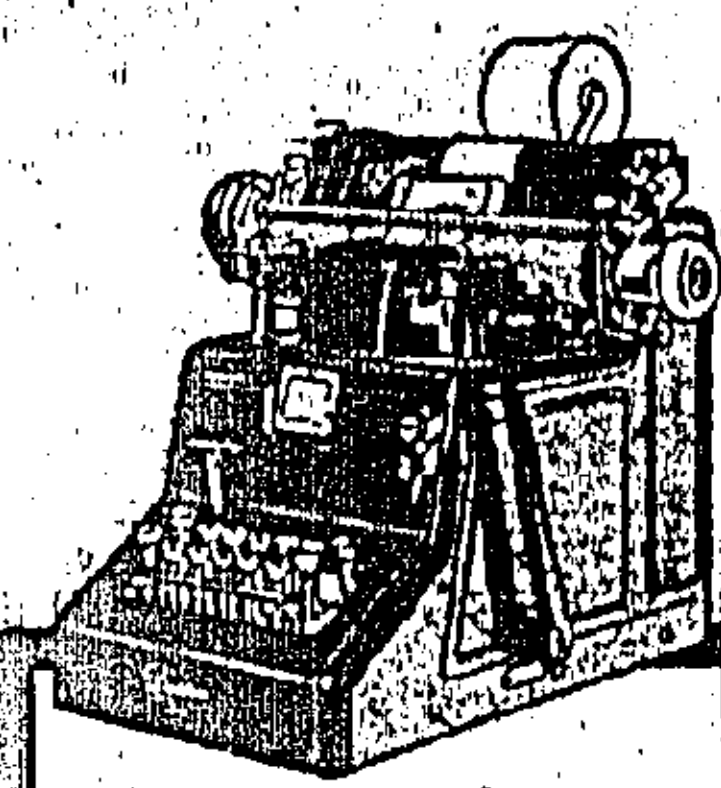
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DALTON

DEATH.

LIGORES.—On July 16th, 1927, Mrs. Maria Theresia Ligores, at her residence. Funeral will pass the Monument at 6 p.m. to-day.

The
Hongkong Telegraph.

SATURDAY, JULY 16 1927.

RUSSIAN FANATICISM.

We have been reading in the latest newspapers from Home much comment on the subject of the general relations existing to-day between "Communist" Russia and the "Capitalist" World and there is no doubt about the existence of widespread opinion that these two systems cannot go on living side by side indefinitely. Following on the assassination of the Soviet Government's diplomatic representative at Warsaw by a "White" Russian exile, there were two Notes sent to Poland by M. Litvinov, on behalf of the Soviet, which, although clearly indicating that Russia was not going to precipitate a war, did contain the unreasonable and sensational contention that there is a world-wide conspiracy against the U. S. S. R. It was alleged that the raid on Arcos and the breaking off of diplomatic relations between Great Britain and Russia is one manifestation of it. The similar raid on the Soviet Legation at Peking, and the surveillance over the Soviet Consulate-General at Shanghai, are other manifestations (though these actions were authorized, not by the British Government, but by the diplomatic body in Peking and by the Shanghai Municipal Council). A third manifestation, according to M. Litvinov, is the assassination in Poland of Monsieur Volkov. It is true that Monsieur Litvinov refrains from alleging that either the Polish or the British Government instigated this crime; he charges the British Government with indirect responsibility on the ground that its hostile diplomatic action encouraged the terrorists to make a forward move. Obviously, to charge foreign Governments with complicity in a crime of this kind would be so preposterous that the charge would defeat itself. Nevertheless, Monsieur Litvinov's attempt to find some causal connexion between all these events, however carefully guarded, leaves, and is obviously intended to leave, the impression that Communist Russia—the Church of the Latter-Day Saints—is being persecuted by "the dark forces of world reaction and the enemies of peace." In short, it is a case of "the hidden hand." The internal politics of Soviet Russia are notoriously obscure;

but it is fairly clear that there is one faction which (without necessarily abating one jot or tittle of its Marxian creed) is convinced that it is folly for Russia to wage a perpetual "holy war" against the foreign "capitalist" unbelievers in the present form of Russian Orthodoxy. This party realizes that Soviet Russia and Capitalist Europe may be constrained, for an indefinite time to come, to live side by side in the same world, and that it is therefore more comfortable for both sides to live and let live, and to exchange their respective wares without prejudice to their respective belief. It is to be inferred from Monsieur Litvinov's notes that this Russian party of common sense has received a considerable setback from recent events, and that the fanatical party is in the ascendant, not, happily, to the extent of actually making war, but to the extent of reasserting its cherished thesis that the U. S. S. R. and the Capitalist system "cannot permanently co-exist." This doctrine may involve war to-morrow; but if it is established, or re-established, it will hang like a cloud of menace over the peace of the world. Militant fanaticism always thrives on the sense of being persecuted and it should be the task of European statesmanship to see to it that Russian fanaticism is starved of this spiritual food.

The Naval Conference.

If only because it is a prelude to a general disarmament conference at Geneva later, the naval parley should be a success. It would be difficult to build up any future agreement as to reduction of arms, on land, at sea or in the air, without a basis of definite understanding, such as is being sought by the delegates of the three Powers represented at the naval conference. Yet the latest reports, even if they were based on security of facts, have not indicated a very bright outlook for the rest of the time that is to be taken up in the discussions. It is as well that there has been a definite declaration of policy by the chief British representative, whose example was followed by the other delegates, to some extent. The Japanese, it may be noted, are still cautious almost to a point of silence, but the Americans are willing to state their case as it appears to them. The very full report of the plenary session which was sent out, both by cable and wireless, yesterday, indicates that Britain has been misrepresented, and a perfectly clear, and sensible programme for reduction and limitation of naval armaments has all along been hers. It appears that America is shy of adopting the British suggestion that there be a reduction in the number of big, heavily armed cruisers, and that a distinct maximum be laid down. In spite of a declaration by the U. S. delegate that his Government was the last to initiate the building of 10,000 ton cruisers, and that there is no contemplated construction of this type on a large scale in the future, there is, to offset this statement by Mr. Eridgeman that the Americans had made the alarming suggestion that they required twenty-five such ships, with 8-inch guns. Apparently the cruiser problem is the snag that threatens to wreck the conference in part. At least, however, there is the British suggestion that, as the delegates have agreed most of the way on submarines and destroyers, they may proceed to a treaty on these lines and leave the other matter to itself. There is a probability of the subject of capital ships proving easy of negotiation, and the feeling, particularly after this public airing of policies, should be more definitely in favour of a settlement. It were a pity to have the conference break up without any complete agreement on all the points at issue. We would rather think of the Geneva naval discussion leading, before long, to a compromise on every aspect brought forward, and an early treaty satisfactory to all parties.

The Health bulletin of Eastern Ports, issued by the Principal Civil Medical Officer, for last week contains the following cases: Plague, Bassin and Bombay, 5 each, Rangoon 3; Cholera, Bassin 13, Calcutta 12, Haiphong 7, Bombay and Saigon and Canton 1 each, Small-pox Bombay 2 (17 deaths), Rangoon 12 (1 death), Calcutta 11 (10 deaths), Nagasaki 17 (4 deaths), Bangkok 3, Vizagapatam 2 (1 death), Basra (1 death), Hongkong (1 death), Colombo, Chang-Chun and Mukden 1 each. All the plague cases and all the cholera cases, with the exception of two—one at Bangkok and one at Tourane—died.

DAY BY DAY.

A MAN, EXERCISING NO FORETHOUGHT WILL SOON EXPERIENCE PRESENT SORROW.—Confucius.

There was one British case of typhoid fever reported yesterday.

The Ben Line s.s. Benledi is due here, on her outward voyage, on Wednesday.

A tender for repairs to Steam-launch No. 6 Police, is being called for in the Government Gazette.

The Chairman of the Chinese Mission to Lepers (Hongkong Branch) acknowledges a donation of \$100 received from the Hongkong Football Association.

During the week ending Saturday last 2,842 persons arrived in Shanghai from inland towns and cities, via steam launches on Soochow Creek, and 2,948 persons left by the same route.

During the early hours of this morning some person or persons broke into the Kwong Man Hing knitting factory of Pei Ho Street, Shamshuipo and stole three machines valued at \$340.

H. E. the Governor has appointed Mr. Robert Baker to act as Manager of the Kowloon-Canton Railway, in addition to his other duties with effect from 7th July 1927, and until further notice.

The driver of a Sanitary Department lorry has reported to the Police that whilst driving his vehicle in Li Tung Street, the left mud guard struck a Chinese who received an injury to his leg. He was taken to Hospital for treatment.

It is notified in the Gazette that His Majesty the King has been pleased to approve the appointment of the Hon. Mr. D. G. M. Bernard to be an Unofficial Member of the Executive Council for a period of five years, with effect from 4th April, 1927.

Slight injuries were sustained by a Chinese girl in Queen's Road, East yesterday by being knocked down by a motor cycle combination which was driven by Mr. C. Greenwood, the Police Armourer. The girl's parents refused to send her to hospital.

Rescued from an attempt to commit suicide, a Chinese woman who jumped into the harbour near the Kowloon Ferry yesterday, was taken to the Kwong Wah Hospital. Kwong Fat, coxswain of a motor boat which was moored near the wharf, effected the woman's rescue.

REPULSE BAY CASE.

JUDGMENT RESERVED AFTER COUNSEL'S ADDRESS.

After a lengthy address by Mr. G. K. Hall Brutton in the Repulse Bay motor case, which was concluded before Mr. E. Lindsell at the Central Magistracy yesterday afternoon, his Worship intimated that he had no intention to decide the case off-hand as he proposed to give it some consideration and reserved judgment till next Wednesday morning.

Mr. Brutton, addressing the Bench commented on the various discrepancies between the story for the prosecution and that of the defence. He submitted that Inspector Grant was not, as he had claimed, driving on the extreme left of the road when the defendants passed his vehicle.

The Inspector had drawn in to the left and the defendants were justified in passing. If he had so desired, the Inspector could easily have stopped the other car by putting out his hand.

Commenting on the incident at Repulse Bay, Mr. Brutton said that it was ridiculous to assume that bad language would be used to a fully dressed Inspector and added that the remarks were put in by the prosecution to justify the action of the Inspector.

Mr. Brutton referred to the conflicting evidence of the Indian guards, remarking that at least one was lying, and "probably they are both liars" added Mr. Brutton.

Mr. Brutton explained that the reason the first defendant did not leave the car was because both his hands were held by the Inspector and his foot was on the brakes.

There was little evidence against the first defendant except a breach of the regulations added Mr. Brutton.

With regard to the second defendant Mr. Brutton suggested that the evidence was more or less "piled on." He did not think there was any doubt that a blow was struck at him. The only obstruction on the part of the second defendant was to ask the Inspector to desist in his assault on the first defendant. Was that an obstruction? asked Mr. Brutton. There was no physical interference.

Judgment was reserved.

SOMALILAND SNAPSHOTS.

Observations From a Quarter-Deck.

I was stationed at Aden, attached to a unit of the Royal Air Force, and secured a week's leave for a quarter-deck visit to Somaliland. Strange boat, strange people, strange country, but all in certain aspects attractive enough.

The steamer had a tonnage, as I recall, of scarcely more than a hundred. The skipper had once commanded a larger ship, which he had had the misfortune to run aground on a shoal in the Red Sea. He had, therefore, transferred his services to a boat which made his position among seafaring men less dignified but which gained him a larger income. His increased increment was due to the fact that he was master in more than one sense of his small craft and could dictate to the natives of either shore of the Gulf of Aden the rates for their passage and for that of their sheep. In former days his salary remained within prescribed limits.

We shipped little cargo and few Arabs on our southerly course. Magnificent noon of a white-hot day, as we cleared Aden harbour, and left the lava flanks of the brown mountain astern. Like polished chips of lapis lazuli was the sea. Blue unfathomable. Cooling breeze. The quarter-deck was our castle—dining room, lounge, promenade, and after two bells in the evening, bedroom.

For nearly seven days the captain allowed me to study the charts with him on this quarter-deck and absorb his sea-knowledge of those parts, while some swarthy Luscar steered at the wheel behind us. The nights were black about the ship, save where the phosphorescence pooled off along the sides, or where the skies glowed with stars, the wind sweet and the sea-song music.

The morning after the first night we were at Berbera, which was found divided much as the goats and the sheep. On the left, pushed back a bit from a spit of sandbar, was the gray village. On the right rose from a walled garden the white house of the British Commissioner, who in his own parts wielded a power second only to the authority of my captain on his ship. A wharf of sorts started a sand road off on its way to the 7,000-foot mountains twenty miles to the south, parting, as it passed, the village from the residence. We anchored at a respectful distance from the shore and made the wharf over the emerald waters intervening in boats.

Somalis are lean folk, blacker than ebony, taller than usual; they wrap themselves in white winding sheets, carry long spears and smile not unattractively. They are so built as to be able to squat easily on their haunches, which is a favourite occupation when they are not distancing the sands in angular movements. In all a likable people, I was told.

So to the commissioner's for lunch. Through a gateway hung about with bougainvillea blossoms and up a path bordered with yellow and red flowering plants. Within the house of thick stone walls and high ceilings was an unintentional museum of the district. The commissioner had been present at the coronation of the Queen of Abyssinia and had on the occasion been decorated with the Order of Ethiopia, with which went a ceremonial costume. Part of the dress and the shield carried at the same time hung on the wall in the living room.

Spears, knives, other shields, carpets, embroideries, made patterns on the white walls. The mats on the floors had interesting designs and the chairs were mostly wicker. The commissioner had a fine library and spent his time when not busy administering this corner of the British Empire, in studying birds. It was a delicious lunch, and this typical colonial representative of His Majesty the King had a mass of information which could only be scratched in the short hour with him.

Outside, after lunch, we watched a string of camels being loaded

for a journey into the interior and wandered later through the village built on sand; saw the children scampering around like black grasshoppers; bought a curio or two from a stall of shields and knives; noted the sticky candles for sale on stands by the way; found a sandal booth, and went by without entering the one-room mud dwellings.

We weighed anchor about sunset and took our course about east-northeast. It is eight years ago since this happened and someone may correct my spelling of that last village eastward on the British Somaliland coast for which we were heading: Las Khorai. It does not much matter, for it is not marked on the map I have to-day and, to tell the truth, between two full moons the village could have been removed and put up elsewhere.

It was a lazy day, the next one. Soft breeze, a camp chair, brown, bare islands drifting by to port, and to starboard, a curious panorama unrolling. Far in the background was a thin, strictly ruled, pencil line in the sky, unbroken and parallel to the shore. It was the filed summit of the 7,000-foot crest of mountains, whose face and base melted in the heat and distance to one with the scarcely rumpled sand plain which flattened out these twenty miles to the sea. With our glasses we could see low clumps of shrub and every couple of hours pick out a few huts which corresponded to the name on the chart of a village.

At Las Khorai on the following day canoes came off and took us ashore. Over the last few yards where the waves met the shivering sand we were carried on the shoulders of Sops. It was a ragged little village and we were welcome enough, for except when this steamer called every two months the village, and the Sopy outpost with two English officers, was cut off from the rest of the world. We brought food, mail, and a new record for the officers' gramophone. The Leviathan's entry into New York the first time could hardly have been more important, or impressive, relatively speaking, than the anchoring of our boat off Las Khorai.

We left the same evening and put in again on our way back at Berbera, where we took on several hundred sheep and more than a hundred Somalis, men, women and children. Our craft was loaded to the gunwales and few there could have been who were ungrateful that the sea was calm across the Gulf of Aden.

From sunrise to ten, or thereabouts, of the next day, before we made Aden, I had time to observe in the forecastle below our quarter-deck some of my fellow-passengers. A colourful body. Most of them were on their first excursion to Aden: this would apply particularly to the women and children, and great were the sartorial and tonsorial preparations. All heads were oiled and combed and bare of covering. The men wore their spotless white draperies with one end slung over a shoulder a la Roman toga. But the women were pictures.

I saw a wee bit of a girl being dressed for the occasion and when the operation was ended she was a miniature replica of her mother. The arms and neck were left quite free. Around the upper part of the body the cloth was tightly drawn, then it began to wind about her. Yard upon yard were added and flounce upon flounce were arranged in some mysterious way. A flower was placed in the hair and a ribbon or two strayed into the costume, until finally the effect was complete and a laughing little face and baby shoulders and arms emerged from half of a small shop of crinkled white cotton.

Thus into Aden harbour and to the docks, when for some Somalia at least the butterfly of events would emerge from its chrysalis—Aden was for them what the New World was for Columbus.

R. A. C.

OLD RESIDENT'S
DEATH.

COLONY'S FIRST SUPER-INTENDENT B. AND F. DEPT.

A Reuter's telegram from London (elsewhere in this issue) notifies the death of Mr. Charles Ford, formerly Superintendent of the Botanical and Forestry Department.

Only the older generation of local residents will remember the late Mr. Ford, for it was as long ago as December, 1902, when he retired on a pension of \$2,450 per annum. It was in 1871 that Mr. Ford was appointed Superintendent of the Government Gardens and it was in 1880, when the Botanical and Forestry Department was formed, that Mr. Ford became its first Superintendent.

EXCHANGE RATES.

London, July 15.

Paris	124
Brussels	34.92
Amsterdam	12.25
Stockholm	18.13
Oslo	19.93
Prague	18.76
Madrid	23.84
Athens	865
Rio	5 27/32
Bombay	1/8
Hongkong	2/0
New York	4.85 1/2
Geneva	26.22 1/2
Berlin	20.46
Copenhagen	18.16 1/2
Vienna	34.47
Helsingfors	18.76
Lisbon	2 7/16
Bucharest	7.95
Buenos Aires	47 49/64
Shanghai	2/0
Yokohama	1/11 5/16
Silver (Spot and Forward)	25 1/2

British Wireless.

The Very Idea!

The maid had given the tramp some food, and stood watching him eat it.

"Now," she remarked, "You put me in mind of a man I used to know."

"Ah," returned the tramp, "your sweetheart, perhaps?"

"Oh, dear, no! But something happened to him that will never happen to you."

"What's that?"

"He was accidentally drowned while bathing."

She held him tightly in her arms.

Ah, no, she wasn't bold.

He might have been a grown-up, but

Was only two years old.

The late Rev. William Bury had the unusual experience of reading his obituary notice twice: once, in 1920, when he had a fainting attack; and again, in the following July, in a *Times* article on "Veterans of the University Cricket Match." And now, the papers having said it three times, it is true.

Woman at Bow County Court: My husband asked me to give evidence first, while he went for a drink.

Barrister, to an elderly man at Bow: Did you ever run as a boy? The man: Only when I saw a policeman.

Mr. Jenkins, a solicitor, to a wife at Old Street Police Court:

And in your instructions to me you stated that he was one of the best of husbands until he joined the Communist party and became a Socialist?

Wife—Yes.

Mr. Clarke Hall (the Magistrate), who made an order for 10s. a week—We will not have any politics.

Some "howlers."—

The highest peak in the Alps is Blanc Mance.

Among the islands of the West Indies are the Pyjamas, noted for toilet sponges.

Ceylon is joined to India by a chain of coral wreaths.

A focus is a thing like a mushroom, but if you eat it you will feel different from a mushroom, for focusses is fatal.

Housewives are not so forgetful nowadays.—Mr. E. D. Roberts.

I want to see a few women Fordas, great employers of labour on a large scale.—Professor Caroline Spurgeon.

Whenever I hear on the wireless that it is going to be a fine day I always carry an umbrella.—Sir David Brooks.

The word "damn" has changed its meaning entirely, and I do not mind saying it myself.—The Venerable A. H. Parnell (Archdeacon of Bedford.)

It was only the other day that Mr. Bernard Shaw was explaining that he must be impartial as among all the religions. We cannot doubt it; for a few months ago he gave a donation to a Stogumber memorial to the English chaplain in "St. Joan," and now it is announced that he has sent ten guineas towards the building of a new Roman Catholic church at Farnham dedicated to St. Joan.

Sandy had bought a second-hand car, and persuaded his next-door neighbour to come for a run in the country.

They started off gaily enough, but the neighbour was astonished to notice that at every roadside pump Sandy pulled up and bought half a gallon of petrol.

"I say," he ventured, "why don't you fill up the tank, and put an end to this stopping business?"

Sandy regarded his neighbour for a moment. Then he answered gravely: "Man, d'ye no ken we might have an accident, an' then a' the petrol would be wasted?"

First Golfer (concluding fishing story): And—er—he was about as long as that last drive of yours.

Second Golfer: Oh, I say—really!

First Golfer: Yes, so I threw him back.

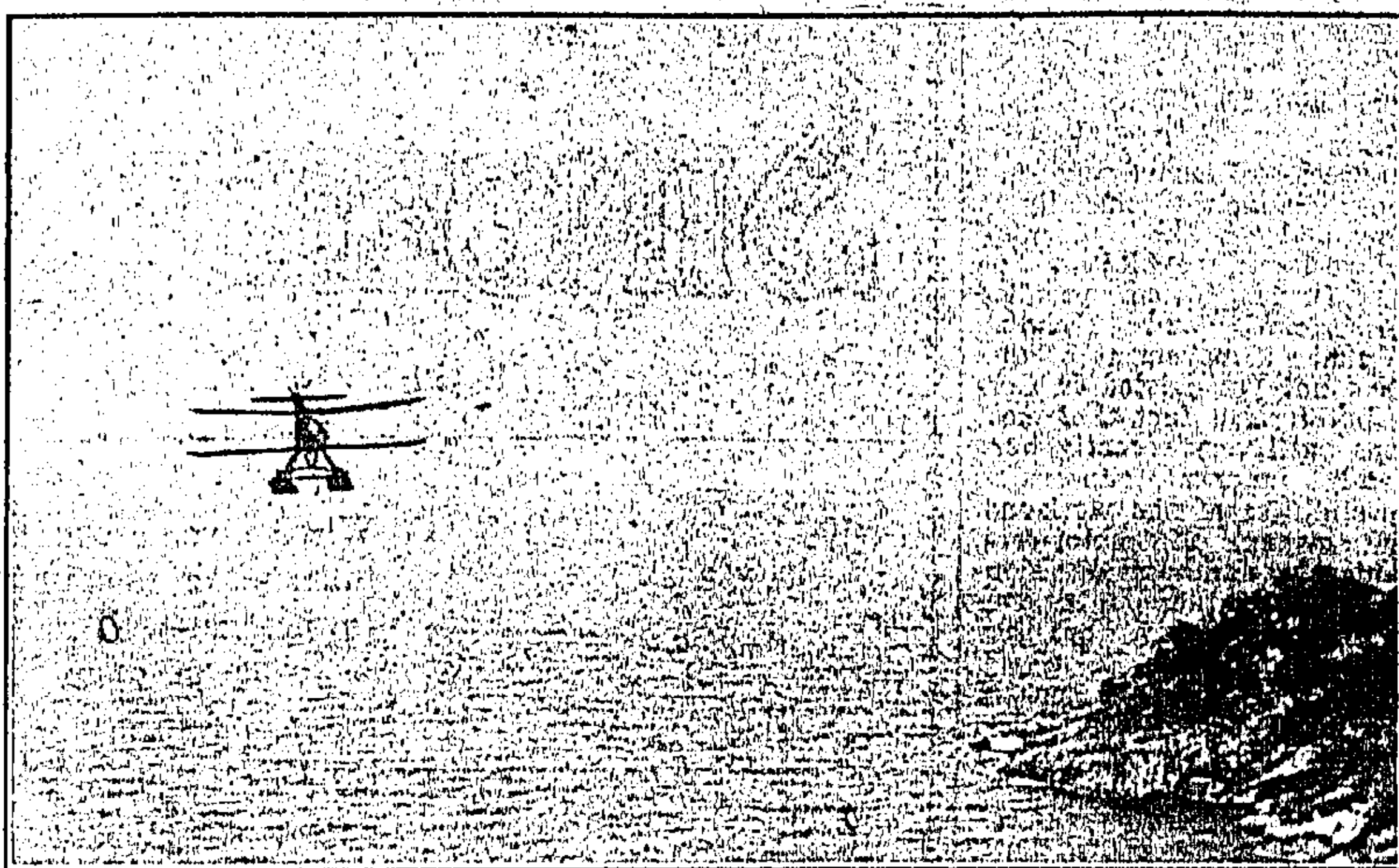
POET'S CORNER.

IF I WERE TOLD.

If I were told my journey would upon this earth be done Between the glory of the dawn and setting of the sun, Could I then say from out this heart I thus was nobly given Or plead with Truth's sincerity that I had bravely striven?

Or would cruel Memory recall the half-forgotten things, The angry word, the things undone, the many random stings, The wasted hours in Pleasure's ring, the humble task passed over, The careless but bemusing lies—these and a myriad more? A. M.

THE ILL-FATED AEROPLANE.



The above picture was probably the last ever taken of the ill-fated seaplane in which Flying Officer L. W. H. Phillips lost his life near Cheung Chau on Tuesday last. It was taken a few days before the fatal crash and shows the plane flying over the end of Cheung Chau Island—near to the actual spot of the tragedy. The deceased officer was piloting the machine at the time.

DEVELOPMENT OF THE COLONIES.

A COMMISSION APPOINTED TO AFRICA.

MORE SELF-GOVERNMENT.

London, July 15. The British Government announces that as a result of the discussion at the recent Colonial Conference in London, some form of closer union between the territories of central and eastern Africa appears desirable more particularly in regard to the development of transport and communications, customs tariffs and customs administration, scientific research, and defence.

A special commission is therefore to be sent to Africa, with the following terms of reference:

Firstly, to make recommendations as to whether, either by federation or some other form of closer union, more effective co-operation between the different governments may be secured.

Secondly, to consider which territories could be brought within any such closer union.

Thirdly, to make recommendations in regard to possible changes in the powers and constitutions of the various Legislative Councils of the several territories, both as a result of federation and as a means of associating immigrants, and ultimately the natives, in the work of government.

Fourthly, to suggest the best means of securing the complementary political development of the native and non-native communities.

Fifthly, to recommend improvements in internal communications necessary to a closer union, and

Sixthly, to consider the finance of federation.

In making the declaration of policy involved in setting up the commission the Government emphasises its adherence to the 1923 statement regarding the political status and other rights of British Indians resident in East Africa, and the imperial duty of safeguarding the interests and progress of the native population, as trustees for their welfare, until they can take part more fully in their own government and in the common affairs of all the races inhabiting these territories.

While the responsibilities of trusteeship must for some considerable time rest mainly on the agents of the Imperial Government, they desire to associate more closely in the task the colonists or residents who have identified their interest with the prosperity of the country.—*British Wireless.*

FIGHT AT SEA.

PIRATICAL ATTACK DRIVEN OFF.

A fight by the crew of a fishing junk with the crew of a piratical Hocklo boat, was described in the Police reports this morning, the Police learning of the incident by the arrival in port of the owner and master of the junk.

Li Fo, master and owner of the junk, reported that he left Sam Mei, Hoi Fung district at 9.20 a.m. on July 9, after having been to the district to dispose of a quantity of fish. After sailing for about seven hours and on nearing Middle Rock, Island Bay, Ping Hoi, two Hocklo junks were seen approaching about 200 yards distant.

The master shouted to the men on board, ordering them not to approach his fishing junk but no notice was taken of his shouts. On seeing one of the junks bearing down upon his craft, he fired two shots in an attempt to frighten them. The fire was returned and

THE NAVAL PARLEY PROBLEMS.

NEW YORK PRESS NOW HOPEFUL.

BRITISH CLAIM JUSTIFIED.

New York, July 15.

The newspapers are encouraged by the tone of the speeches delivered at Geneva yesterday.

The *New York World* declares that the conference has reached a point where statesmanship should supersede expertness and that an agreement to prevent a naval building race can and must be made.

The *New York Times* suggests that Britain, Japan and the United States should negotiate directly with the view to an agreement based on broader principles than those governing the experts.—*Reuter's American Service.*

Contradictions in Geneva.

Geneva, July 15.

There is much comment on the fact that Mr. Hugh Gibson did not allude in his statement yesterday to the British proposal for a building programme for cruisers which, if accepted, would lead to naval holiday.

It is also remarked that several parts of his statement are contradictory to each other.

Some surprise is expressed at what practically amounts to a denial that the United States put forward her requirement for 25 big cruisers, as a preliminary to any agreement.

Mr. Gibson now states, "It is obvious that if an agreement could be reached on tonnage levels, as we advocated, it would be impossible for us during the life of the proposed treaty to add to our fleet such a number of maximum sized cruisers. I clearly informed my colleagues that I was willing to discuss the numbers of such vessels once we agreed on the tonnage limitations."—*Reuter.*

British Claim Justified.

London, July 15.

Private conversation on the suggestions put forward regarding cruisers at yesterday's plenary session of the Geneva Naval Conference took place to-day, and will be continued to-morrow.

Press reports from Geneva state that if these negotiations result in the basis of an agreement being reached, a further formal meeting may take place early next week.

The *Evening News*, commenting on yesterday's meeting, says the goal of agreement cannot be reached by limitation of total tonnage. It may well be reached by settlement of the maximum building programmes for the three conferring Powers over a number of years.

After examining the statements by the heads of the British and American delegations, the *Evening News* endorses the view expressed by "Pertinax" in the *Echo de Paris*, "Britain's thesis is very solid. It is justified by the fact that her two small islands in the centre of a vast Empire can only maintain themselves for seven weeks without outside supplies."—*British Wireless.*

the master and crew of the fishing boat then carried on a sea fight.

Not being able to repulse the enemies' attack by rifle fire, the master ordered the junk's gun to be brought into action. The man manipulating the larger weapon showed good marksmanship, his first shot striking, and breaking the mast of the leading pirate boat. The pirates, realising the fight was going against them, sailed away to the open sea.

The master of the fishing junk added in his report that he had on board 327, the proceeds of the sale of fish.

ROYAL WELCOME BY CITY.

DUKE AND DUCHESS OF YORK HONOURED.

"HAD A WONDERFUL TIME."

London, July 15.

The Duke and Duchess of York had a spontaneous and rousing welcome along crowded streets when driving from Buckingham Palace to pay a ceremonial visit to the City to lunch with the Lord Mayor at the Guildhall on the completion of their Imperial tour.

"We have returned home convinced optimists in the future of the Empire" declared the Duke, in acknowledging an Address presented at the Guildhall.—*Reuter.*

Optimistic of Empire Growth.

London, July 15.

The Duke and Duchess of York were to-day officially welcomed home from their tour, by the City of London.

They drove in state to the Guildhall through decorated streets, and were accorded a great popular ovation. Eight hundred guests, who included the Prince of Wales, Prince George, the Duke of Connaught, and Prince and Princess Arthur of Connaught, participated in the Guildhall reception, together with the Prime Minister and other Ministers, and leaders of the opposition parties in Parliament.

Replying to an address of welcome, the Duke said they had returned convinced optimists about the future of the Empire.

"We have had a wonderful time. The last six months have been for both of us the most interesting and most memorable in our lives. But it is good to be in the old country again, in our own home and with our own family. My first and foremost impression of the tour is the wonderful loyalty of all classes to the Throne and Empire, and their affection for the Mother Country, which they still call home. My second great impression is the marvellous development which has taken place in Australia and New Zealand within three generations."

Discussing the desire for a larger population, in which the people of both Dominions were united, he said both countries were determined that the future population must be of British stock. The question of overseas Empire settlement was one of the most important of the present time, and he suggested that wise and progressive development of migration would best be achieved by sending home a few successful settlers and their wives, who had been in the country for five years, to tell intending emigrants the true facts.—*British Wireless.*

THE TYPHOON.

STILL EAST OF BALINTANG.

A report received here at the American Consulate from the Manila Observatory at eight o'clock this morning stated that that typhoon was east of the Balintang Channel, moving north-west or north-north-west.

A slightly earlier message gave the position as less than 300 miles east of Aparri.

The Hongkong Observatory's forecast of the weather up till noon to-morrow is: "Westerly winds, moderate; fine." For the Formosa Channel a northerly gale is predicted.

ITALIAN FASCISM.

KING LIGHTS VOTIVE LAMP.

We are informed by the local Italian Consul that H. M. The King of Italy, at the town of Bologna and in the chapel erected to the fallen Fascists, laid on the 29th of May last, a crown with laurels, and also lighted a votive lamp to burn perpetually in memoriam to the Black Shirts.

This Royal gesture, adds the Consul, must definitely silence any insinuation about non-existent disagreement between the Monarchy and Fascism.

Climatic cycles of variations in the weather are recorded in the trunks of trees, Dr. A. E. Douglass, astronomy professor at the University of Arizona, says. By "reading" the rings in trees, he believes he can make a general forecast of the weather for years to come.

SMILE OF VICTORY.



For the second year in succession, Bobby Jones, the popular American amateur golfer, has won the British Open title, with the lowest number of strokes on record.

PASSES AWAY.



The late Countess Markievicz, the well-known Irish Republican leader, whose death is just reported.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers for those who need them, will be found on Page 18 of this issue.

- 1.—What was the penalty according to the law of a hundred years ago for a theft of a sum exceeding five shillings?
- 2.—What is Chemulpo?
- 3.—What is the distance between the earth and the sun?
- 4.—Who are entitled to be called "Cockney"?
- 5.—What are veins and arteries?
- 6.—Who were (a) Clara Poggerty; (b) Mr. Snodgrass; (c) Miss Lucrotia Fox?
- 7.—Where in this country is there a parish church the chancel of which is reserved for Roman Catholic use?
- 8.—What was the origin of the saying, "Not worth a tinker's dam"?
- 9.—Who was Dalmata del Toboso?
- 10.—Who invented the telephone?
- 11.—When, and by whom, was the Channel first crossed by an airplane?
- 12.—(a) Where is the "Breches" Bible to be seen? (b) when was it printed? and (c) why is it so called?
- 13.—Who was Hannibal?
- 14.—What is plumbago?
- 15.—How many pyramids are there in Egypt and what is the area covered by the largest?

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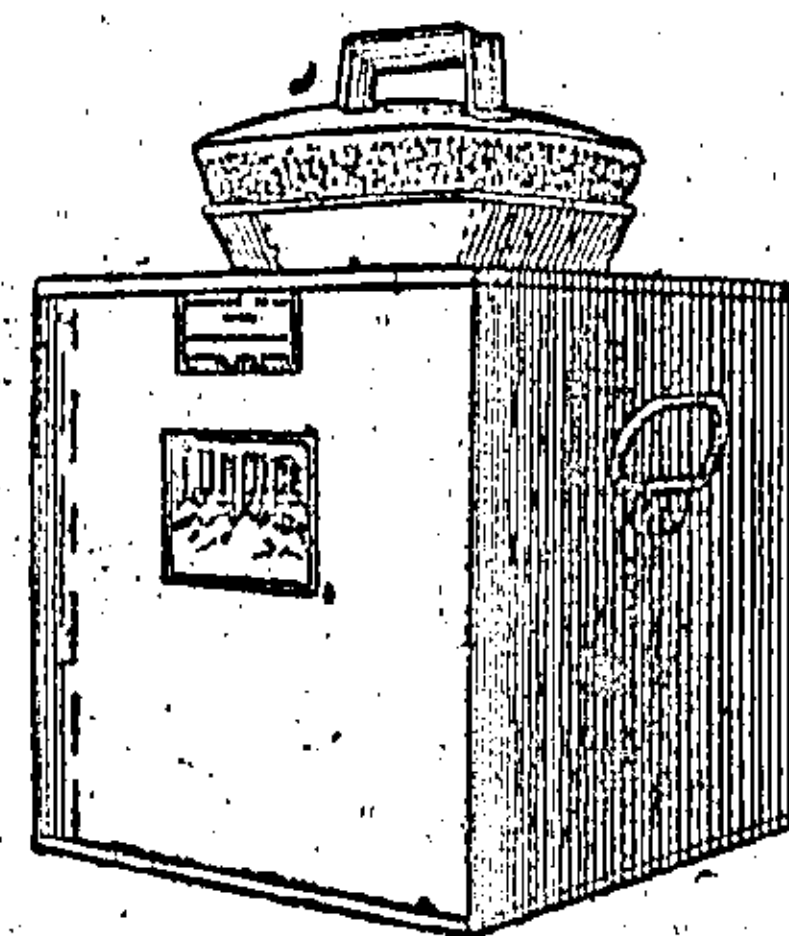
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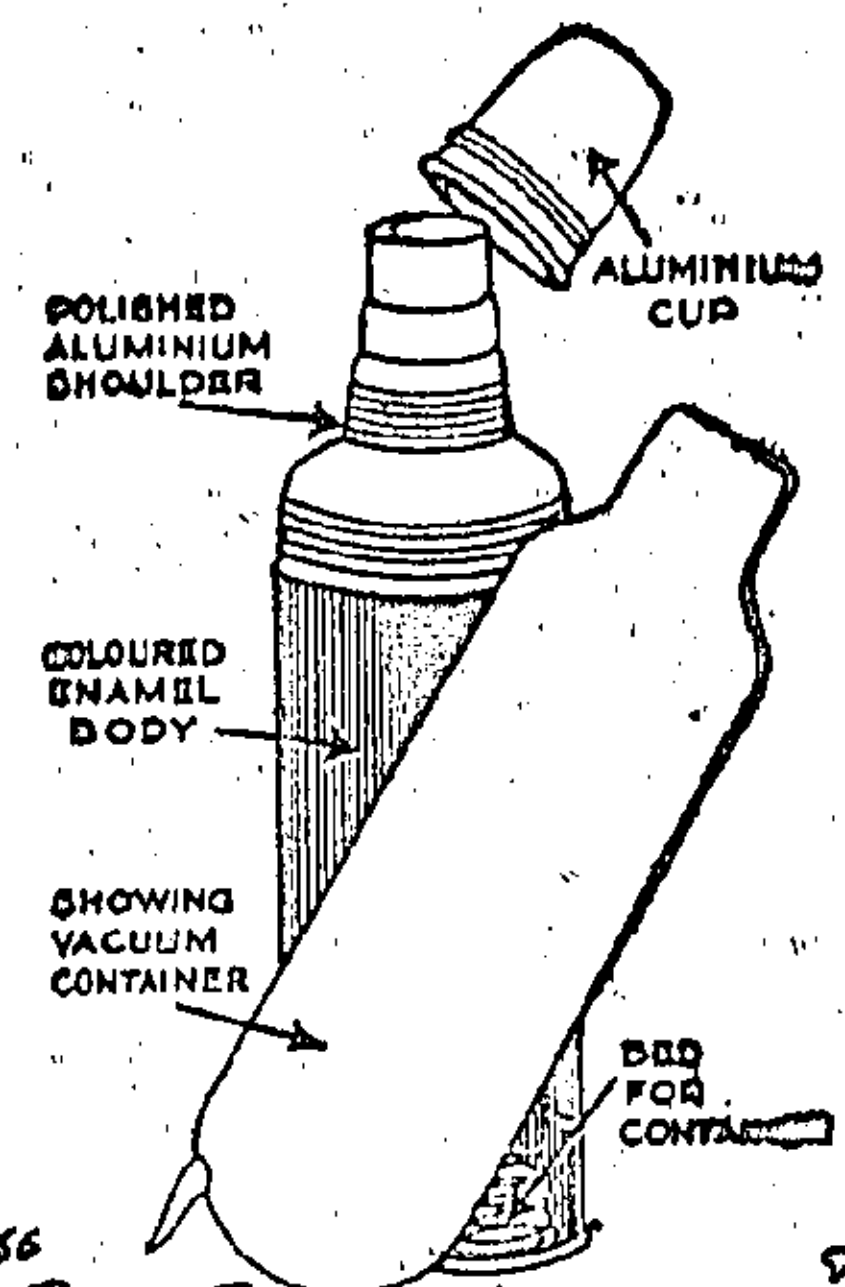
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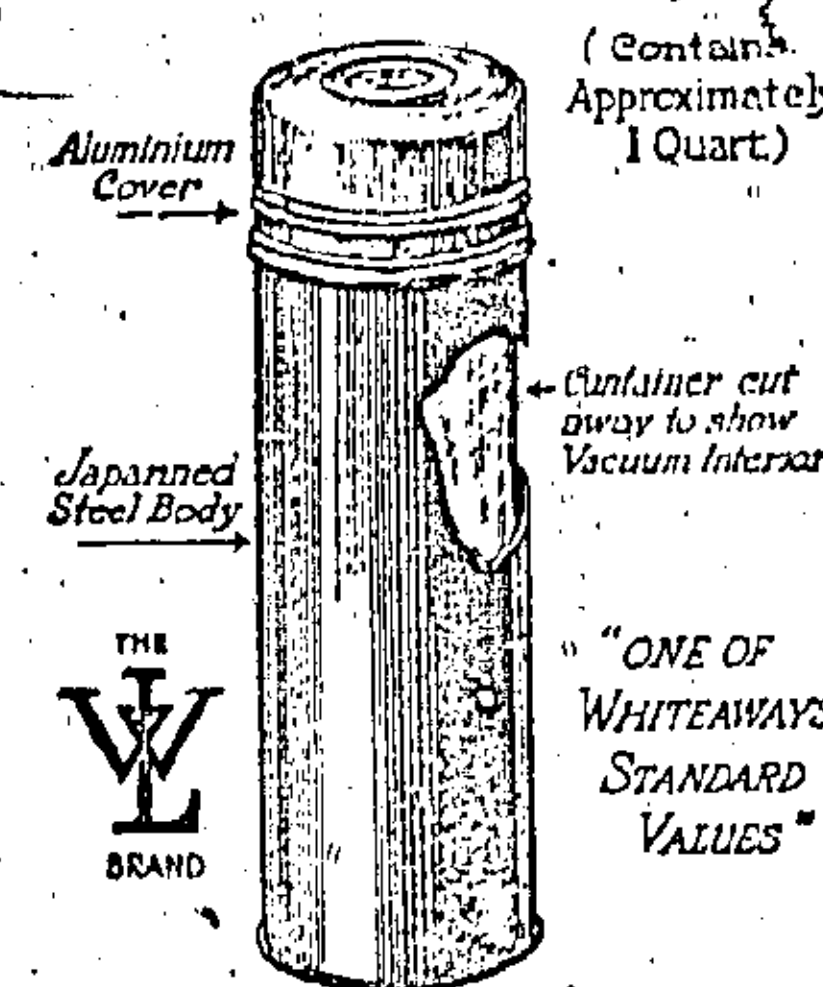
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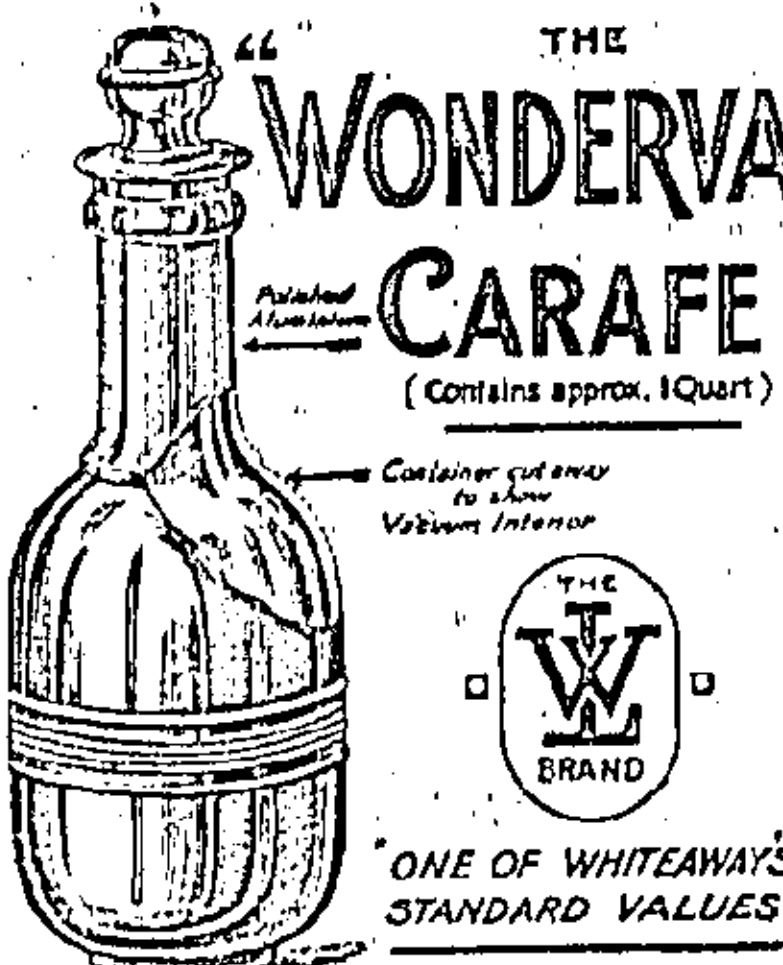
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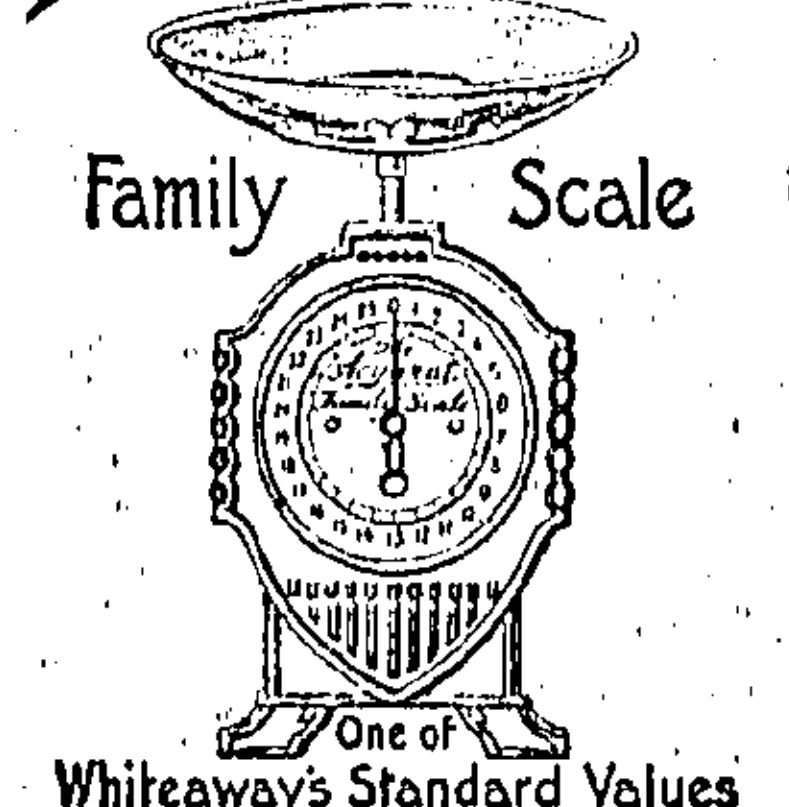
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BARONET SUED.

"FILTHY HOUSE" ALLEGATION.

Lady Markham gave evidence recently when the action brought by Evelyn, Lady Watson, against Sir Charles Markham, Bart., claiming £204, 15s. rent alleged to be due on the lease of a house in Eaton Place, London, under an agreement of November 4 last, was resumed before Mr. Justice Talbot in the King's Bench Division, London.

Sir Charles counter-claimed damages, alleging that the house was in such a filthy condition that it was not fit for habitation.

I had three dogs in the house, said Lady Gladys Markham in reply to her counsel, Mr. Bercsford. She further said she was not able to have a single meal in the house.

Cross-examined by Mr. Gordon Clark, for Lady Watson, witness admitted that when she went over the house prior to taking it she said it was a "charming house." She never said anything with regard to cleanliness. Her servants were very upset when they found the house in such a condition.

Why did you order bedsteads?—Because those in Lady Watson's house were not fit to sleep in.

She dismissed the charwoman she brought to the house because she realised that the place was too bad to clean. It was hopeless, she added. There were several builders' workmen engaged at work on the house when she got there.

Lady Markham said she could not agree that three dogs in a kitchen would make it messy.

Cobwebs from the Ceiling. Mrs. Gertrude Evans, who was housekeeper to Lady Markham, said that when the staff went into the house they found the place impossible. It was so dirty, she added, cobwebs hung from the ceiling. The gas stove was a mass of grease, and when I opened the oven door I had to take the ashes out with a shovel.

What was the condition of the floors and furniture?—They all looked as if they had been neglected for months and then rubbed up hastily to look clean.

What was the state of the crockery—ware and the glass?—In a very dirty condition.

What about the scullery?—It was worse than the kitchen. There was an offensive smell in the kitchen. In the kitchen the copper were all verdigris and the black pans were all rusty. It would not have been possible to prepare meals with Lady Watson's utensils.

We all started to clean the place, and we were scrubbing at midnight, witness stated. Four charwomen were got in before Lady Markham arrived. The curtains were hanging with grease, and there was not a single drawer clean.

Two of the kitchen maids came and implored me to look at their bed. It was a double one. We all decided that if her ladyship could not get the house better that night we should all sit up. The servants hall was in the same condition as the rest of the house, filthy dirty. I had never before seen a house in such a condition, and I sincerely hope that I shall never do so again.

One of the cupboards in her ladyship's dressing-room was very doubtful. It was scrubbed out, and what appeared to be a brown wall was, after scrubbing, discovered to be a white one.

"In a Terrible State."

Mr. William O'Hare, butler to Sir Charles Markham, said that he went over the house a week previous to the arrival of the staff. The butler to Lady Watson told him that he had only been there a few weeks, and added: "Lady Watson expects us to clear the place properly, and we have not got time to do it."

When Lady Markham's staff arrived they found the house in a terrible state. It took one servant three or four hours to scrub and brush out the plate closet before the silver could be unpacked.

Counsel—Would you have slept in the bed you found there?—I should not think so, unless I was in camp, and had to.

There were months of dust in the house, declared witness. Four charwomen arrived at four o'clock in the afternoon after he telephoned for them. They left at six o'clock, witness added, because they said they did not work after that hour. (Laughter.)

Mr. Bercsford—Perhaps that is the result of a charwoman's trade union. (Laughter.)

Mr. Justice Talbot giving judgment, said Sir Charles Markham said he was entitled to repudiate the contract on the ground that the house was so filthy that it was not reasonably fit for habitation. He pointed out that Lady Markham had had an opportunity of going over the house and seeing it before she entered on the tenancy. This was a contract for letting a house not by description, but one in which the incoming tenant had had an opportunity to look over it.

GERMAN WEEK-ENDS.

"CULT OF THE OPEN-AIR."

The week-end movement has now been launched officially in Germany by the opening of a week-end exhibition at Berlin. It may seem peculiar to American and English people that a movement of this kind has not yet existed in Germany, but it is a fact that most Germans until very recently were completely ignorant concerning the possibilities of the week-end.

A few owners of motor-cars, motor-bicycles and boats occasionally remained in the country over Saturday and Sunday, but they were exceptions. Last year Dr. Scholtz, one of Berlin's burgomasters, published an appeal in a leading newspaper here for the introduction of the week-end. Considerable opposition, however, arose among business men and storekeepers, the former averring that the Germans must work harder than other nations because they lost the war, while the latter declared it to be impossible to close the stores on Saturday afternoons because this was the only time when working classes could make their purchases.

Shorter Hours Proposed.

But a few prominent men continued to labour for the popularizing of the week-end. "We do not merely want people who are physically fit but we also want people who are full of joy," declared Prof. Dr. Herman Altrick, sports professor at the University of Leipzig, who spoke in favour of shorter working hours coupled with more intensive work, in the place of long working hours. Dr. Dominikus, former Minister of State, proposed that schools and sports clubs erect week-end homes and that the school children should no longer have to prepare at home for their Monday lessons. All apprentices, he urged, should have a free Saturday afternoon and youthful shop assistants at least one every four weeks.

One of the results of the work of these men, says a Berlin writer, is the present week-end exhibition which is held on the exposition grounds in the west of the city and covers a surface of not less than 50,000 square metres. The exhibition admirably conveys the beauty of the immediate and outlying surroundings of Berlin, which is embedded among lakes and forests. The majority surely never realized how easily these beauty spots of nature could be reached while probably none have ever thought of owning a little week-end cabin of their own.

Berlin's Environs Shown. In the centre of the exhibition is a circular stand showing a relief map of the immediate surroundings of Berlin. Around this is a second ring showing the country within a radius of about 120 miles. In the north are the Mecklenburg lakes and the Baltic Sea, in the west the Harz Mountains and in the south the Ore Mountains. Around this ring is an outer circle where the Reich's railway company and the street car, omnibus and steamer companies of Berlin have their stands.

Moreover, almost every village and town around Berlin has its own stand where further material is available. At one of Berlin's stands, for instance, not less than about three dozen photographs of different lakes are exhibited, all within about 30 minutes' train ride from Berlin by local train. A stand in one of the halls is devoted to the cause of prohibition. Here a conspicuous poster is shown with the working: "Workmen who drink do not think; workmen who think do not drink."

On an open space outside the exhibition halls a small village of week-end cabins has been built showing various types ranging from one-room huts to spacious bungalows.

In the meantime the railway and omnibus companies are doing much to encourage the week-end traffic by introducing special trips. For the first time, too, comfortable buses will leave Berlin in several directions.

Thus the Germans have tackled the week-end problem with their native thoroughness, making a special study of the movement, and applying an enthusiasm which certainly does them credit.

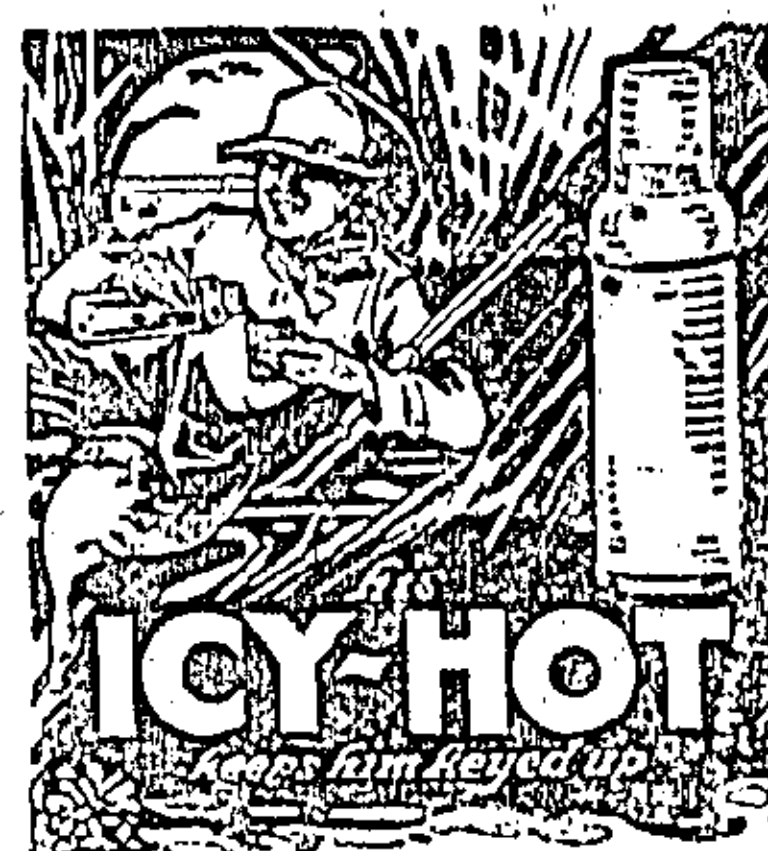
He was satisfied that Lady Watson, her governess, and child, and six or seven servants were not persons who would have been living in the house had it been unfit for habitation by decent people. Judgment was given for Lady Watson on the claim and counter-claim, with costs.



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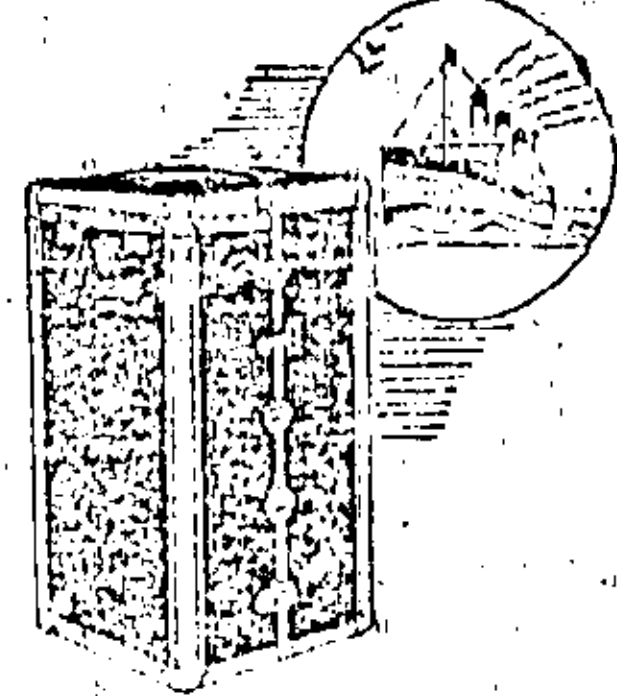
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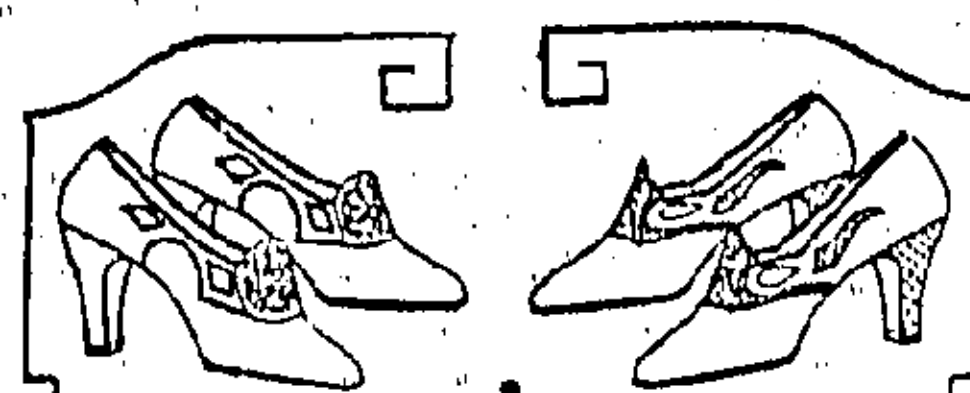
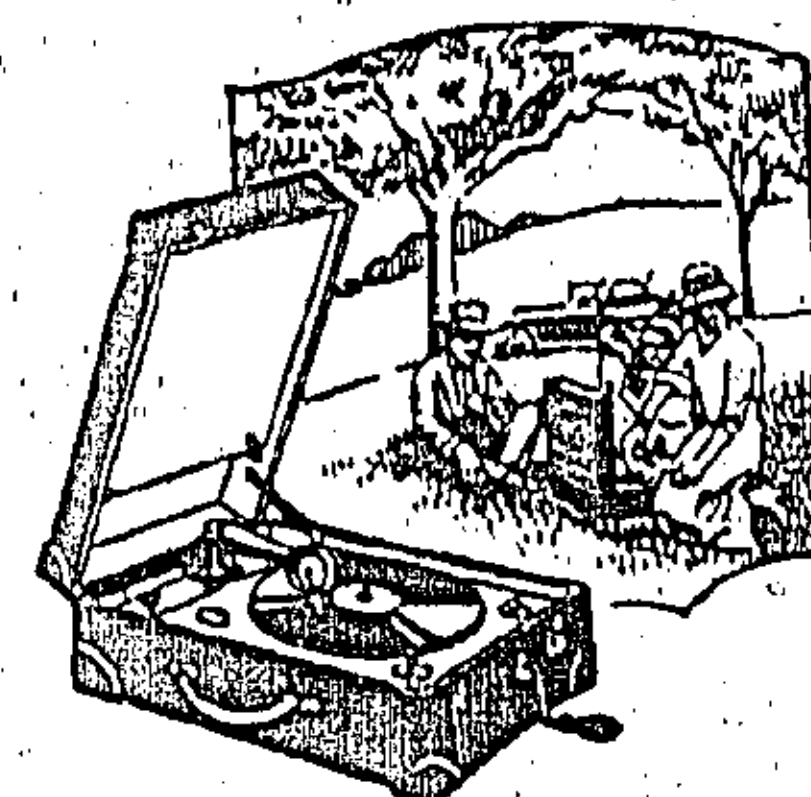


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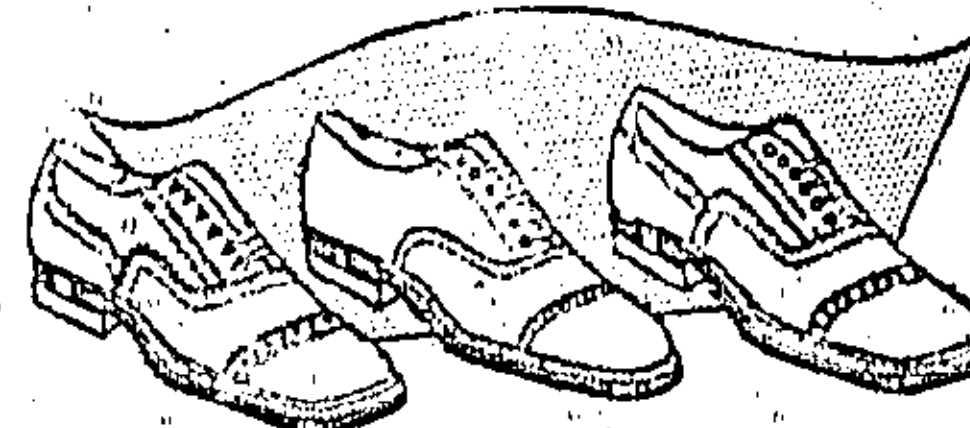
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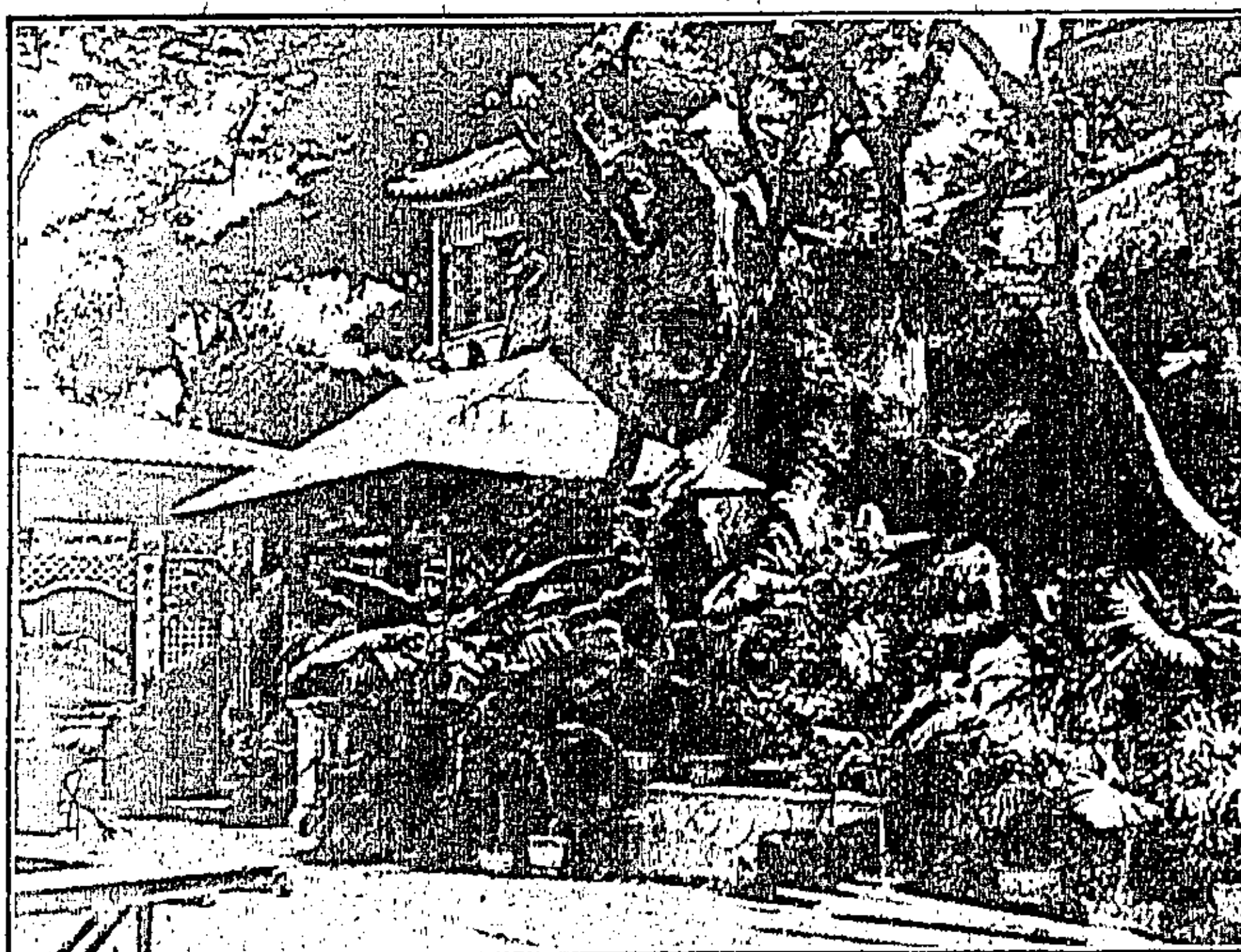
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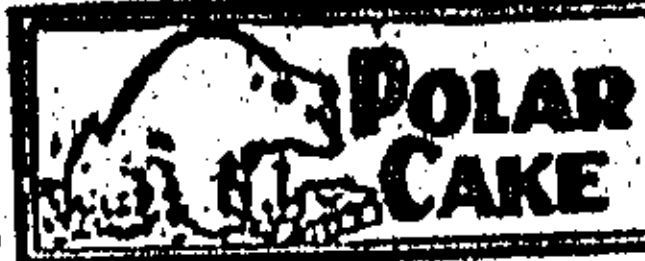
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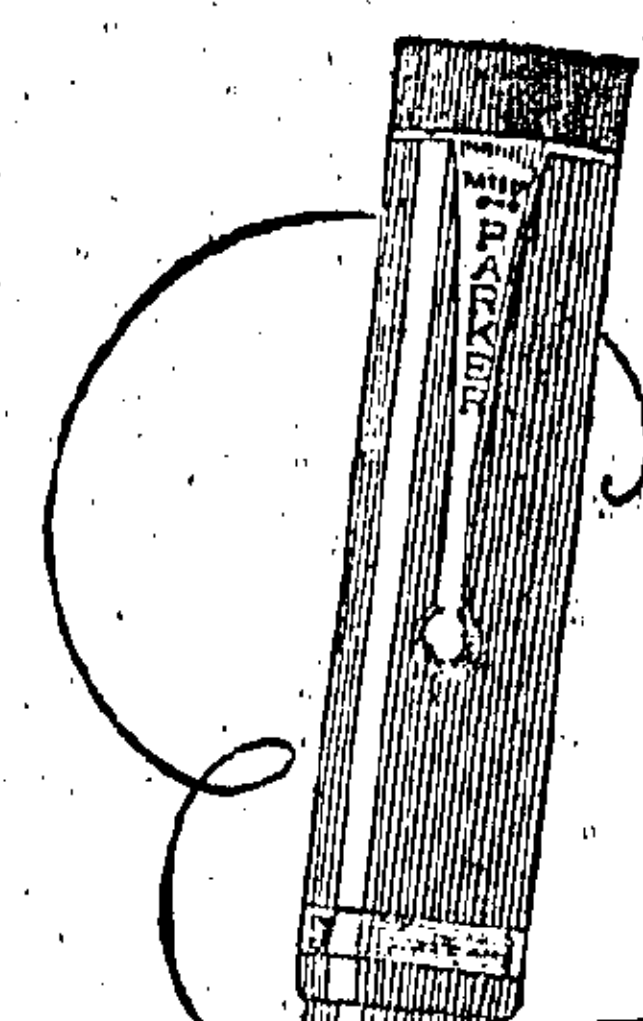
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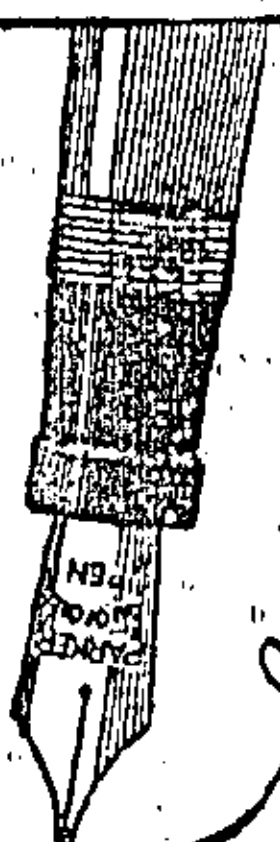


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THE HISTORY OF THE UNICORN.

HOW THE FABLE
ORIGINATED.

Everyone knows that the unicorn is a fabulous animal, but very few of us have taken the trouble to think out its evolution in literature and art. Indeed, it is a very confusing story, one of the first snags that we encounter being the fact that the unicorn of the Old Testament had two horns. For Ephraim and Manasse are likened to the horns of a unicorn—two horns growing from a single head, namely Joseph's. Here is an initial difficulty, since unicorn obviously means one-horned, writes Professor J. Arthur Thomson in a London paper.

In ancient days before photography and before drawing was taught in schools, the discoverer of a new animal which he could not bring home had to rely on the convincingness of his description. But to win conviction the traveller tended to italicize, and emphasis readily becomes exaggeration. The visualizer, hearing the description, made a sketch of what he thought the creature must have looked like; the sketch was copied several times and often conventionalized in carving; other travellers made decorative additions; and so fabulous animals evolved, such as centaurs, harpies, dragons, and basilisks.

Thus there emerged the unicorn, of which Pliny wrote: "It has the head of a stag, the feet of an elephant, the tail of a boar, while the rest of its body is like that of the horse; it makes a deep lowing noise, and has a single black horn, which projects from the middle of its forehead, two cubits in length." There are other descriptions in the Classics, which give the unicorn a lion's tail and cloven hoofs, and so forth, besides considerably reducing the length of the single horn. With some consistency, its home is nearly always said to have been in India and its powers are said to have been formidable.

Was It the Rhinoceros?

But even a heraldic animal must have a germ of objectivity, and the probability is that the Indian Rhinoceros was the origin of the unicorn. One of the species has only one horn; and if there are two horns, one is behind the other, not side by side as in other horned mammals. Aristotle spoke of the oryx, one of the antelopes, as having a single horn, but, except in the Rhino, the number is two in all normal horned mammals. Only as a freak is the number occasionally one.

There is no difficulty in the technical point that the horn of the rhinoceros is unique in being a wart-like skin growth, composed of hair-like fibres agglutinated; but there is some difficulty in believing that the clumsy rhinoceros could give origin to the graceful unicorn which James I. adopted at the Union of the Crowns as the left-hand supporter of the Royal Arms. Hence has arisen another theory that the unicorn was a side-view of a two-horned mammal like an antelope, one horn hiding the other. But this seems too nationalistic to be true. On the other hand, the spiral twisting of the heraldic unicorn's horn is suggestive of what is seen in many antelopes, though it is regarded by others as a relatively modern addition based on the great tusk of the male narwhal—an Arctic Cetacean.

The real narwhal, London monocytes, which whalers sometimes call the unicorn or "uni," is more interesting than the mythical monster. It is a dark spotted whale of the Arctic Ocean that turns white as it grows old. Its body may be fifteen feet long, not including the male's left upper-jaw tusk, which may attain to a length of eight feet—the longest tooth in the world! But anything over five feet is considered a good "horn." In ordinary cases the corresponding tooth of the right side remains buried in the upper jaw, not more than a foot in length; and the female has two such teeth—a remarkable instance of sex-dimorphism. Minute vestiges of other teeth have been discovered in the unborn young.

What Good Is The Horn?

Although the narwhal has been much "fished" and is still of great importance to the Greenlanders—the skin for food, the blubber for oil, the tusks for the dogs, and the tusk for ivory—there are no convincing observations in regard to the use of the horn. We may exclude the wild suggestions that it serves as an ice-breaker or as a spear for impaling skate; a more plausible interpretation regards it as a weapon, especially in the contests of rivals' males. In all probability it belongs to the series of masculine excrescences, like the antlers of stags, and illustrates a momentum in evolution that has carried the structure—a canine tooth—beyond the limits of utility, yet without involving any great risk to its possessors.

The Biblical Unicorn.

The living unicorn is the narwhal; the mythical unicorn was

"A DANDY KING."

ROUSING RECEPTION FOR
BELGIAN RULER.

American has no king, but (says a *Daily News* correspondent) 4,000 American Rotarians have adopted a king, for recently when the King of the Belgians opened the International Rotary Conferences at Ostend, they crowned him their king with a bolsters coronation. They wrung his hand, called him Rotarian Albert, and gave him cigars, and no one was happier about it than Royal Rotarian Albert himself, and no one prouder than the Republican Yankees.

When the King arrived at the Kursaal, all the corners, aisles, and corridors were packed, and there must have been nearly 8,000 Rotarians, with many holiday-makers from England, who were deeply interested in it all.

The audience rose and cheered so lustily that the Kursaal's great organ, playing "La Brabançonne," was smothered.

"No Whistling Please."

The Americans were asked by one of their own officials from the platform not to indulge in whistling in the King's presence, "as it was not done on this side."

Over in America, said a Kansas delegate to me, we often welcome people with loud whistling, but I guess Europe is not so used to it, so we cut it out.

At a Rotarian function each member wears his pet name, description, and address, printed on a card in his lapel, and you are free to hail him as "Bill" or "George" if you like.

A Rotarian lapel badge was prepared for Rotarian Albert, for the King is a member of both the San Francisco and the Brussels Rotary Clubs. His lapel card reads, "Albert, King of the Belgians."

Introducing him to the cheering thousands, President Harry Rogers, of Texas, said: "Gentlemen, His Majesty, Rotarian Albert, King of the Belgians."

"The Only One."

Only one representative of each trade or profession is allowed in each Rotary Club, and in his reply the King made a great hit when he referred to his membership, and said:—"I believe I am the only one of my particular classification in Rotary."

That tickled the Yankees to death, and they howled their approval. "Say," said one of them, "the King is just like a super-Mayor, I guess."

"Rotarian Albert, who spoke in English, and without referring to notes, wore the uniform of a General, with only a British and another foreign decoration.

When he drove away there was more vociferous cheering, and the Americans voted "He was sure a dandy King all right."

The Americans are delighted with the distinction conferred upon them by this Royal visit.

There are six millionaires among the American delegates, and one American estimated that among the delegates from the U.S.A. the sum of something approaching a quarter of a million pounds will be spent in Belgium during the Convention.

The British Rotarians are particularly pleased with their stay at Ostend, and Mr. A. Chadwick, governor of the district of Greater London, had nothing but praise for the arrangements made. He said that 3,000 delegates to the Convention had come from Great Britain and Ireland, the total membership of the 260 Rotary Clubs of Great Britain and Ireland being over 15,000. London had sent more than 1,500 Rotarians to the Convention.

probably the one-horned rhino; the heraldic unicorn was a monstrous mongrel, there remains only the Biblical unicorn, and it was a misunderstanding. It seems perfectly clear that the so-called "unicorn," the Hebrew Rem, was the Wild Ox, *Bos primænius*, the urus of Caesar, the ancestors of the Germans, and one of the ancestors of our domestic cattle. The ironical passage in the Book of Job evidently refers to a fierce ox: "Will the unicorn be willing to serve thee, or abide by the crib? Canst thou bind the unicorn with his band in the furrow, or will he harrow the valleys after thee?" Caesar described the "little inferior ox to elephants" and comments on their untamable fierceness. "Great is their strength and great their speed; they spare neither man nor wild beast on whom they may cast their eyes." Of the Scottish representatives Hector Boece writes: "In the Caledonian Forest were sometime white bulls with crisp, curling manes like fierce lions, and though they seemed meek in the remainder of their bodies, they were more wild than any other beasts. They were so wily that they were never taken by sleight and crafty labour, but by impatience that after they were taken they died of insupportable labour." This was the Hebrew Rem, to which the translator mistakenly gave the name of "unicorn."

RUSSO-ASIATIC CO.'S PROPERTIES.

TO PROSECUTE CLAIM
AGAINST SOVIET.

Mr. Leslie Urquhart, the chairman, and his associates on the board of Russo-Asiatic Consolidated, the company that has lodged a claim for \$56,000,000 for the properties confiscated by the Soviet authorities, now propose to reorganise the company's loan and share capital.

The objects are the elimination of the debenture debt and the provision of funds to support and develop the company's present interests, to acquire new interests, and to prosecute the Russian claim.

Special meetings of Russo-Asiatic debenture holders and shareholders are convened for June 14 to consider the scheme drawn up by the directors. This provides for a reduction of the nominal capital from £12,000,000 in 41 shares to £4,500,000 in 28. 6d. shares, the reduction of the issued 8,462,907 shares from £1 to 2s. 6d., and the redemption of £14,117 outstanding debentures by payment of £60 in cash and £40 in fully-paid 2s. 6d. shares for each £100 of stock.

Shareholders are to be invited to subscribe at par for 8,347,180 shares of 2s. 6d. each at the rate of three new shares for each four shares held.

If these proposals are approved and the new issue rights are fully exercised, the company will have an issued capital of £2,096,907, 15s. in 16,775,262 shares of 2s. 6d. each.

Against this capital the company will have, the directors state, the Russian claim for \$56,000,000, net cash and Government securities amounting to £860,000, shares in the Villamagne lead-zinc-silver mines of a present market value of £610,000, and a majority interest in the Mines de Sebastien-d'Aigre-foeuille, another lead-zinc-silver proposition.

The directors consider that under these proposals the intrinsic value of the shares will be enhanced. The present market value of the share is 2s. 6d. The last Stock Exchange marking of business in the debentures was at 7½ on May 27.

VICAR GOES TO GAOL.

IN DEFAULT FOR NOT
PAYING RATE.

The Rev. Gilbert Watling, vicar of St. John's, Dysons-road, Edmonton, has gone to prison for 12 weeks as a rate defaulter.

Mr. Watling has made several appearances at the Tottenham Police Court as a defaulter, but this is the first time he has allowed himself to be committed to prison.

On his way to surrender to the police he stated that he had no alternative. "I have no money to meet the demand."

"I have written to the Bishop of London," he added, "informing him that I am going to prison. It will be for the Bishop to find someone to take the services while I am away."

Mr. Watling has been ten years at St. John's, and his stipend now is £350 a year. He attributed his position to-day to a misfortune in 1918, when he lent £100, which was not returned.

His wife has been an invalid for years and had arranged to go to a nursing home, but this has been postponed.

To make ends meet, said the vicar, he had had to sell a good deal of his furniture, his watch and chain, and nearly half his library.

The last view of a newspaper representative had of him was of a man, short of stature, dressed in his clerical clothes, and with lips set tight, stepping into the prison van to make the journey to Brixton.



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temper than women, have even
more.



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Pleasures and smoke

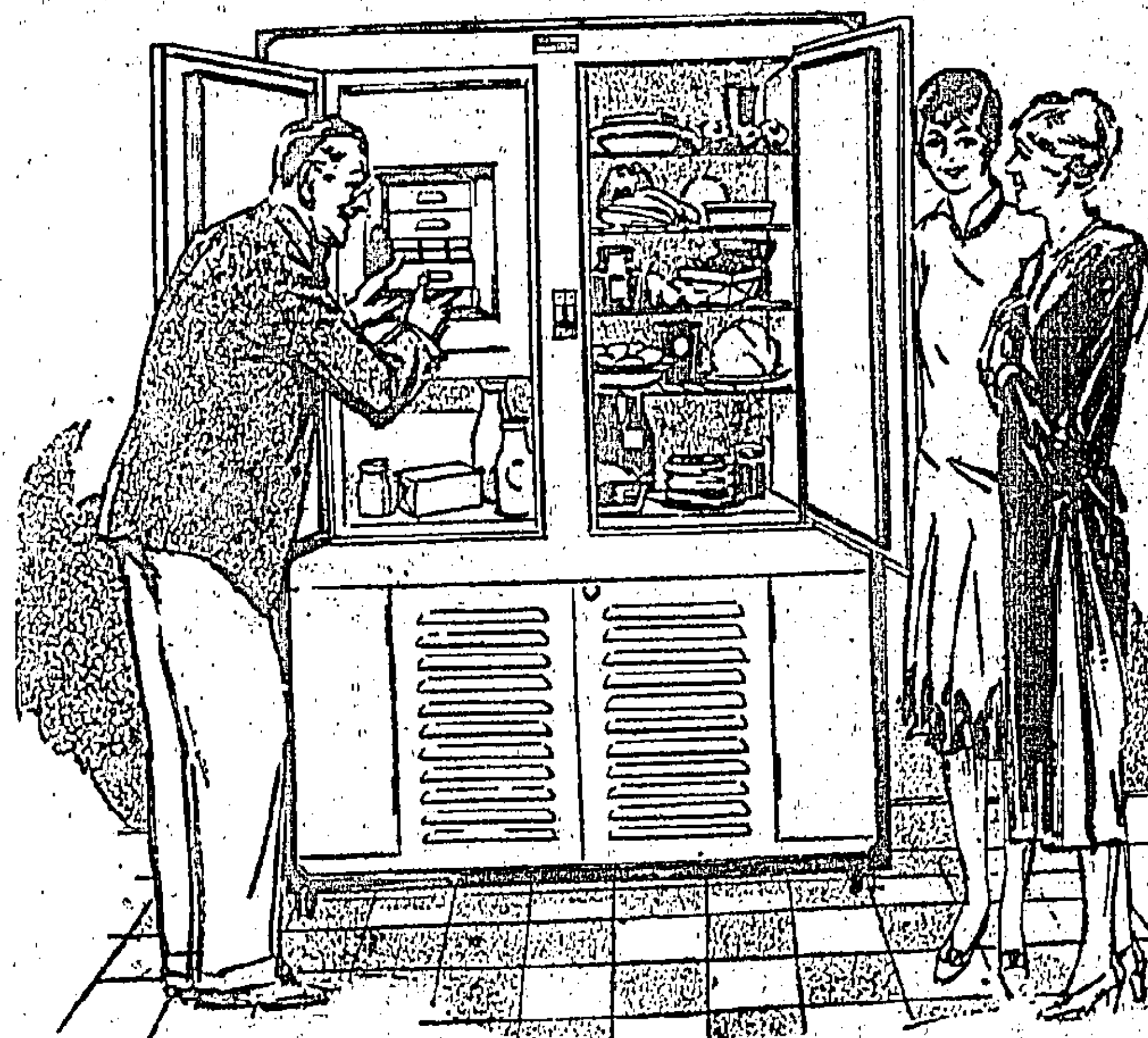
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SCHOOL STRIKES.

GLASGOW GIRLS' AMAZING STORY.

What has come to be known as the Young Comrades' League of Great Britain, which, under the wing of the Communist party, frankly proposes to use the Russian pioneer methods for developing the aspirations of working-class children in this country, opened its second national congress at Friar's Hall, Blackfriars Road, London, in mid week.

Although the youngsters left most of the talking to their elders, a Scottish girl, announced as Comrade Bain, from Glasgow, gave an amazing recital of how she had assisted in organising school strikes during the industrial disputes of last year.

Appearing to be hardly fifteen years old, she told how the children in one Glasgow district expressed a feeling that if their parents were out "at the behest of the boss class," they had no right to be in school, so a strike was arranged, she said. Unfortunately it did not come off because just at that crucial time the general strike "broke."

At another school, she said, there was a better result. We got the children out, Miss Bain declared, and just then the bell rang, and whether it was from force of habit or not most of the scholars ran back into the school-room again, leaving, however, 150 in the playground.

Miss Bain agreed with Mr. Springhall that "school groups" were absolutely necessary for success in the future. We must get the kiddies to know, she observed, how they are being doped with the history of Kings and Queens. What they want is a history of the working classes, and to be shown how we have been slaves since history began.

Eight-Year-Old's Story.

Another girl, who seemed to be about eight years old, told of a remarkable incident of her own school life. She had done something which the teacher disliked, she said, and was told that she would be reported to the headmistress. I said I didn't mind, for I should not see her, and I would not do any work, so they left me.

During the afternoon the young Communists made a tour of London, and the adult section carried on with the resolutions, which were of the usual Communist character.

The Congress was due to start at 10 o'clock, but owing to the "leaders" having to come from a distance, the proceedings, it was announced, would be delayed. At 10 o'clock barely a score of the "Young Comrades" were present, a half-dozen of them being girls. They wore conspicuous red scarves around their necks. Some had caps with red badges, and the girl organisers had adopted grey jerseys and short red skirts, set off with silk crimson coloured scarves.

One youthful worker was busy with a hammer and nails fastening to the walls sheets of newspaper pictures of Communist Russia and copies of a May Day number of the League's journal.

Others spent their time of waiting for the adults' arrival in inspecting the bulky parcel of reports and resolutions contained in foolscap envelopes and presented to each delegate on arrival.

From the agenda, it was disclosed that bureaux of the League were being established in every industrial centre in England, Wales, and Scotland.

A Russian banner decorated the table before which Mr. D. F. Springhall, of London, opened the proceedings, an hour late, by appointing a "presidium" of half a dozen members, who took their places on the platform. The juvenile audience then rose and lustily sang, "The Internationale."

Children to Visit Russia.

Mr. Springhall first announced that among those present was the first children's delegation appointed to pay a visit to Soviet Russia.

For them, he said, that would be a grand experience, through which they would be enabled to make a sincere effort to assist working-class children like themselves to resist the class propaganda which was sedulously propagated in the schools of this country.

The invitation to send a children's delegation from this country had come from the Russian "pioneers," and was one further proof that, whatever the Government of the day might do to break off relations with the Soviet Republics, there still remained deep down in the hearts of British workers a strong and increasing feeling of solidarity and brotherliness for the Russian people.

Members of the delegation, young as they were, he said, would be brought up against contrasts that would be painfully sharp on their return, particularly those selected from the mining areas, because they would have seen how Russia looked after her miners, and so be able to compare it with the life and conditions of

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miners and their families in this country.

In the mining areas, Mr. Springhall declared, the Young Comrades' League was rapidly growing, and the children there, in common with their parents, had learnt lessons from the sufferings of the miners' lock-out that would not be forgotten in the struggles that lay ahead. Anyone who knew the conditions of the so-called settlement of last year's coal dispute knew that the industry was again drifting to a crisis which nothing could prevent.

Mr. Springhall urged that the League should use all its activities to create counter demonstrations to Empire Day ceremonials in the elementary schools. He appealed to them to create "school groups" so as to combat "bourgeois children's organisations," like the Boy Scouts, the Girl Guides, and the Conservative Organisation, the Young Britons League.

Mr. Springhall mentioned that educational methods in the schools could often be modified by the mere threat of a school strike, and he gave an instance where this threat had been sufficient to compel a hesitant body to accept its responsibility and give to the children those elementary rights they naturally required.

Subsequently greetings were received from Continental organisations and fraternal speeches were made by Communist representatives.

"Comrade" Goldman, the girl secretary, read a message from

the Central Bureau for the Russian Pioneers which stated that the "conference" was being held at a moment when "the threat of new bloody slaughter" was being made in the interests of the capitalist class and especially against Soviet Russia.

The working class children of England were advised to urge their fathers and brothers to protest against war, and "not to allow Soviet Russia to be strangled."

Later Miss Goldman presented the report on the year's work. She emphasised the success which had attended the organisation of school strikes and the experience gained in this direction would be, she admitted, "most helpful."

SIX-FOOT CAKE.

RECENT INTERESTING WEDDINGS.

The Earl of Lathom, well known on the stage as a playwright and producer, and two 'Varsity Blues'—Mr. Hubert Ashton and Mr. Sydney Hepburn—were among recent London society bridegrooms.

The Earl of Lathom was married at the Marylebone Register Office to Mrs. Xenia Morison, whom he met last summer when she joined his house decoration business in the West-end.

It was a quiet ceremony, only half a dozen people being present, but afterwards there was a brilliant reception at the Ritz Hotel, attend-

ed by well-known Society and stage people.

A wedding cake about six feet high and weighing 60 lb. occupied the centre of the room. It was cut with great ceremony by the bride. Afterwards Lord and Lady Lathom left London for Norway, where part of the honeymoon is being spent.

The bride, who has appeared on the stage as Helen Morris, used to hunt with the Pytchley and Fernie packs, and is a golfer. Lord Lathom, who is 32, is greatly interested in the stage, and has written and produced plays which have caused severe comment.

Thrice a Blue.

Triple Blue at Cambridge for cricket, hockey, and Association football, Mr. Hubert S. Ashton, of Ingatstone, was married at Fryerning, Essex, to Miss Dorothy Gaskell, of Rangoon. Mr. Ashton is one of three brothers well known in sport.

Miss Mildred Sawyer, second daughter of Mr. G. A. Sawyer, C.B.E., honorary treasurer of the National Liberal Council for London, and Mrs. G. A. Sawyer, of Westcott, Dorset, was married at St. James's Piccadilly, to Mr. Sydney F. Hepburn, the Oxford double Blue (football and lawn tennis), and only son of Sir Harry and Lady Hepburn, of Putney-hill.

Among the donors of wedding presents were the Lord Mayor and Lady Mayoress, Mr. Lloyd George and Dame Margaret Lloyd George, Lord and Lady Waring, Sir Charles and Lady Wakefield and Lady Alexander.

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WOMAN'S WORLD



BOLERO AND FRILLS.



Lace for evening dresses is very popular just now. Composed of delicate shell pink lace, this exquisite creation has the bolero and frills bound with silver brood shot with pink. The correct finishing touch is provided by the large and beautifully made chiffon champagne on the shoulder.

THIS WEEK'S RECIPE.

COFFEE CAKES.

Take 2 eggs, a quarter of a pound of castor sugar, 5 ounces of corn-flour, a quarter of a pound of butter, half a teaspoon of baking powder, the grated rind of a lemon, or any flavouring essence you fancy. Beat the eggs and sugar together until the butter is in a saucerpan and put it on one side to cool.

Sift in the flour and baking powder with gentle stirring; add butter and flavouring, and mix well. Place small teaspoonful of the mixture on a flat baking sheet which has been well buttered, and bake for four or five minutes. Place coffee icing between two pieces of biscuits.

The coffee icing can be made very easily. Cream a quarter of a pound of butter with half a pound of icing sugar and add about one dessertspoonful of the coffee essence gradually. It is essential that the biscuits should be kept cool when the icing is inserted, and that they should be kept cool afterwards.

TURQUOISE.



Fashioned of gold filigree flowers with turquoise centres, this pairing is typical of the very smart turquoise summer jewellery.

BEAUTIFY YOUR ARMS.

EXERCISE ESSENTIAL TO BEAUTY.

Summer time is short-sleeved time, and short-sleeved require pretty arms, soft, white and rounded. If you are sweet seventeen with rounded arms and dimpled elbows, all you need trouble about is keeping them white and avoiding disfiguring little freckles. But those who are older must pay very special attention to the care of the skin and shape.

Unless they are creamed, massaged and exercised, that ugly little hollow line from elbow to wrist will appear after 30 years of age. Massage will help in preventing these hollows from appearing, but it must be accompanied by exercises. First bathe the arms in warm water; smear a little cream over the skin and rub it in, stroking from the wrist to the elbow, then, bending the arm at the elbow, pinch and knead the skin over the hollow. This stimulates the muscles.

For an exercise to keep the forearm rounded and prevent a hollow from forming, bring the hand backwards at the wrist and work the fingers exactly as if practising the piano. If this exercise is practised before a mirror, the movements of the muscles can be watched, and it will easily be noticed how effective the exercise will be in developing the prettiest part of the arm.

Those Red, Bony Elbows.

Should the elbows be red and too sharp for beauty, and you would have a quick and sure method of making them round and white, take a lemon, cut it in two, remove the pips and core. Into the hole left, after removing the core, put a lump of cold cream, fit the half lemon to the elbow, and rub it round and round for several minutes, keeping up the massage till all the cream has been absorbed. Do this every night, and after removing the lemon, bind a piece of butter muslin or cheese cloth lightly round the elbow to keep the cream on the skin and prevent it from soiling the bedlinen. Allow the bandage to remain on till next morning, when the treatment should be repeated. Bathe the elbows, and after drying rub over with fine oatmeal to remove any traces of greasiness.

Bathing with milk will help to make the skin white, but should the arms require to be "pinked up" for daylight, do the following: After washing with warm water half dry, and rub over with rose-water and glycerine. Finish drying and coat thickly with powder. Leave for five minutes, and with a piece of chamois leather rub over the skin.

JEANNETTE.

BUTTERFLY SLEEVES.



A charming little nightdress with butterfly sleeves, fashioned in lawn and lace.

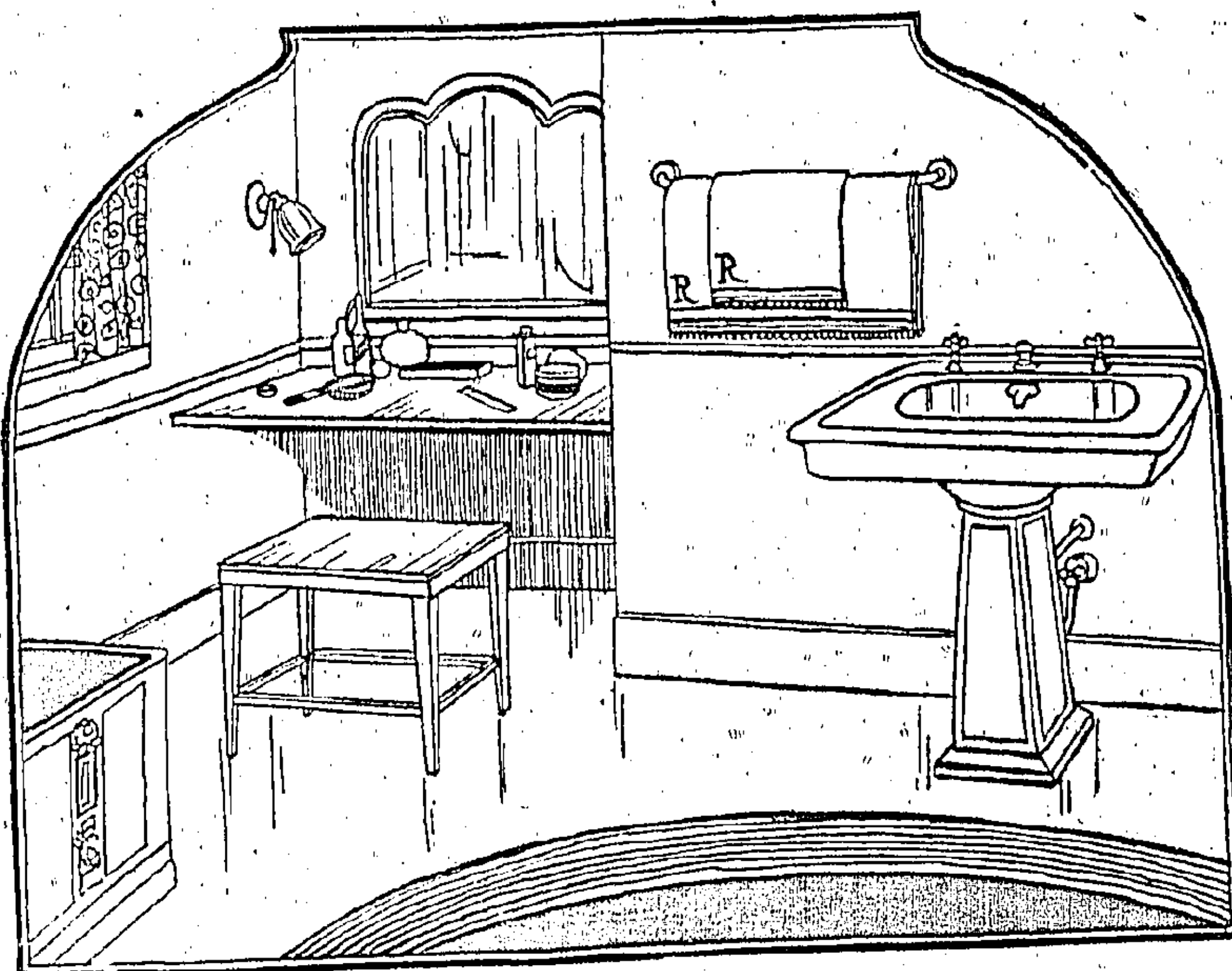
HINTS YOU MAY NOT KNOW.

An excellent way to keep carpets in good condition is to go over them once a week with a broom dipped in hot water to which a little turpentine has been added. This treatment not only prevents moths, but freshens up the colours of any carpet in a wonderful way.

If an inexpensive table salt is wanted which does not cake, rub down some ordinary brick salt which has been thoroughly dried. Add one tablespoonful of ground rice to half a pound of salt, pass the mixture through a hair sieve, and store in a tin in a dry place.

REDECORATING THE BATHROOM.

CHOOSE A PRETTY COLOUR SCHEME.



A corner of redecorated bathroom. Observe the beautifying effect of colour and the built-in dressing table.

There is a common tendency to fix the shower parts of the house first and let the bathroom go till a more convenient season. Sometimes that season is very long in coming and the bathroom becomes dingier and shabbier in the meantime. Often you can do bathroom up yourself, provided it only needs cleaning and repainting. It isn't a fearful undertaking at all, it only needs care and patience.

When you buy the paints and brushes, get only those of the very best quality. After the walls have been cleaned you can start the painting straight off. Give a thin coat of the paint to the walls. Let the first coat dry before you apply the second. Three coats of paint should do for any wall. The woodwork needs more care, especially the window frames. Smears of paint of the glass can be removed with a little turpentine.

Black and White.

Of course you can choose whatever colour scheme you like for

your bathroom. If you have a black and white linoleum floor you can paint the walls white with a black skirting, window-frames and door. Paint the towel horse black with scarlet feet and have a red floor mat and red net curtains. You will then want to live in your bathroom.

If you have a sufficiently large bathroom, it is a good idea to have a built-in dressing table installed.

This, together with a chair or small bench, should be painted to match the woodwork. A handy, built-in for the smaller bathroom is a chest which also serves as a seat. In this can be kept extra towels, wash-cloths, soap, etc. The exterior would be painted to match the woodwork, and the interior a contrasting colour, adding a decorative note when the chest stands open.

Charming Colour Scheme.

Light green walls and white woodwork make another charming

bathroom colour scheme. A good, waterproof paint should be used. With a green-painted window-trim, white dimity curtains would be effective, or glazed china in a small, floral pattern of dainty colourings. Water-lilies or seagulls might be stenciled on the green walls.

Pink and Lavender.

Pale pink walls and lavender woodwork offer another delightful motif for bathroom decoration, with harmonizing rugs and cream voile curtains adding the finishing touches of daintiness. For a windowless bathroom, yellow and white make a cheerful colour scheme, the yellow-painted walls giving an effect of sunshine. The walls and bathroom furniture might have a decoration of birds or flowers, done in stencils or decalcomania transfers.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, June 9.

Here we have what Stephanie calls a "butterfly sleeve" night-dress of lawn and lace which looks very attractive, and not too difficult to cut out. I should imagine, provided one has a fair for that sort of thing. Some of the nightdresses which hang most successfully I have generally found, upon close inspection, to be extraordinarily simple in cut, and this garment looks to me a similar case. The lace insertions in the front too are most effective, while the hipline formed by the ever-popular pin tucks and a narrow band of the stuff is very graceful. You may have noticed that I generally arrange for my nightdress sketches to trail away into nothingness so that you have no indication of the length. This is not accidental, but because I find the subject of the correct length for a nightdress distinctly controversial. Some of us like them long and graceful, which, being interpreted, means long enough for us to wrap our little toes up in them in chilly weather; while others think that fashionable gowns should be relatively shorter: that is to say, that since the ankle-length frock has ascended to the knee, the hitherto ground-length nightgown should be no longer than ankle-length nowadays. I merely suggest that in this matter you suit your taste—and figure; and I shall continue to shirk the issue pictorially!

Is That So.

This week our sketch is of Michael Arlen whose latest book,



"Young Men in Love," I recommended for your perusal a few weeks ago. At that time, I believe I was only half way through it, but now I have finished it. I do not amend my advice to you. It is most distinctly not a book to be missed, and if you keep on—because this clever and planned fiction is just a little trick of Mr. Arlen's. Another reason why he is in the public eye at the moment is the new play, "The Zoo," in which Miss Margaret Bannerman and a very distinguished supporting cast are making a "try out" in the provinces, prior to London. In this play Mr. Arlen has had a collaborator, whose name I do not recall at the moment, for which I trust the said collaborator will forgive me. Speaking personally I have never considered the

writing of a play sufficient work for two people, and assuming that it is, for a moment, I often wonder they don't kill each other's inspiration. However, as it is done so frequently, I suppose there must be some merit in it. Only I'm perfectly sure that the friends and supporters of each collaborator say that the play would have been absolutely nowhere without the help of their particular author. In conclusion I can only say that I think collaborators must have very nice natures!

The Street of Adventure.

I came across a new book called, most unimpressively, "Miss Blake's Husband," by Elizabeth Jordan (Hutchinson). Feeling as I did about the title, I started on it not too optimistically, even though I knew the author to be worthy of consideration. You will therefore be all the more impressed when I tell you that it is a most intriguing novel and one which on no account should be missed. I was more than half way through before I had the slightest idea of the development of the plot, and until the end it kept me interested. Somehow or other the author has managed to give us a heroine who occasionally gets herself "sat upon" as we heroines of real life do, and who is not so wonderful that we pray for her speedy demise, at the same time knowing full well that the creature must live on until the last chapter. No, Miss Blake is not like that, and when you meet her, you won't want to leave her.

QUAINT MEDALLION.



A delightful crepe de chine dress in green, trimmed with red and gold embroidery. The huge medallion is worked in the same colours and lends an air of distinction to the toilette.

There is plenty of choice for the woman who wants to buy a mascot for her car. She can make her selection from many brightly coloured figures which are made of dyed feathers. Something impudent is most popular. There are graceful pierrettes, and-eyed harlequins, and funny-looking monkeys, but a vivid apache or a scarlet demon is more fashionable.

GRACEFUL FROCK.



An exceptionally graceful little dress is developed in cotton, coloured, lace over a broad sash of the same design. The almost-normal waist, below which the lace skirt hangs loosely, dipping slightly in front.

FOR THE HOUSEWIFE.

USEFUL HINTS.

While you are away on holiday take the opportunity of leaving open all wardrobe and cupboard doors, so that they may have the benefit of the air. Most of the garments are packed, and winter ones can be removed for the time being.

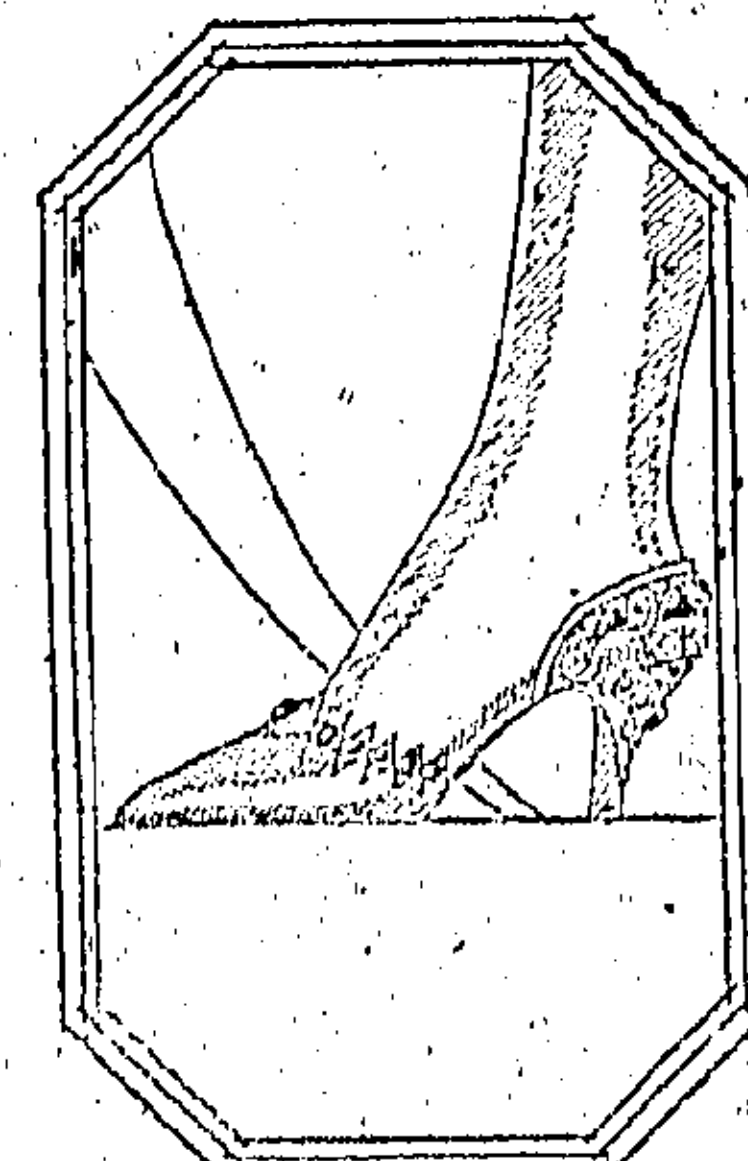
Old and Valuable Glass.

If you are the fortunate possessor of antique glass, do not wash it in soap and water, as this is apt to dull its appearance. Set it to soak for a while in water to which has been added some ammonia. Then, using a soft clean brush, go over it, getting all the dust out of the cut parts. When clean plunge it into a box of dry sawdust, and leave there for two or three hours. Finally remove, dust over with a linen cloth, and it will have a beautiful lustre.

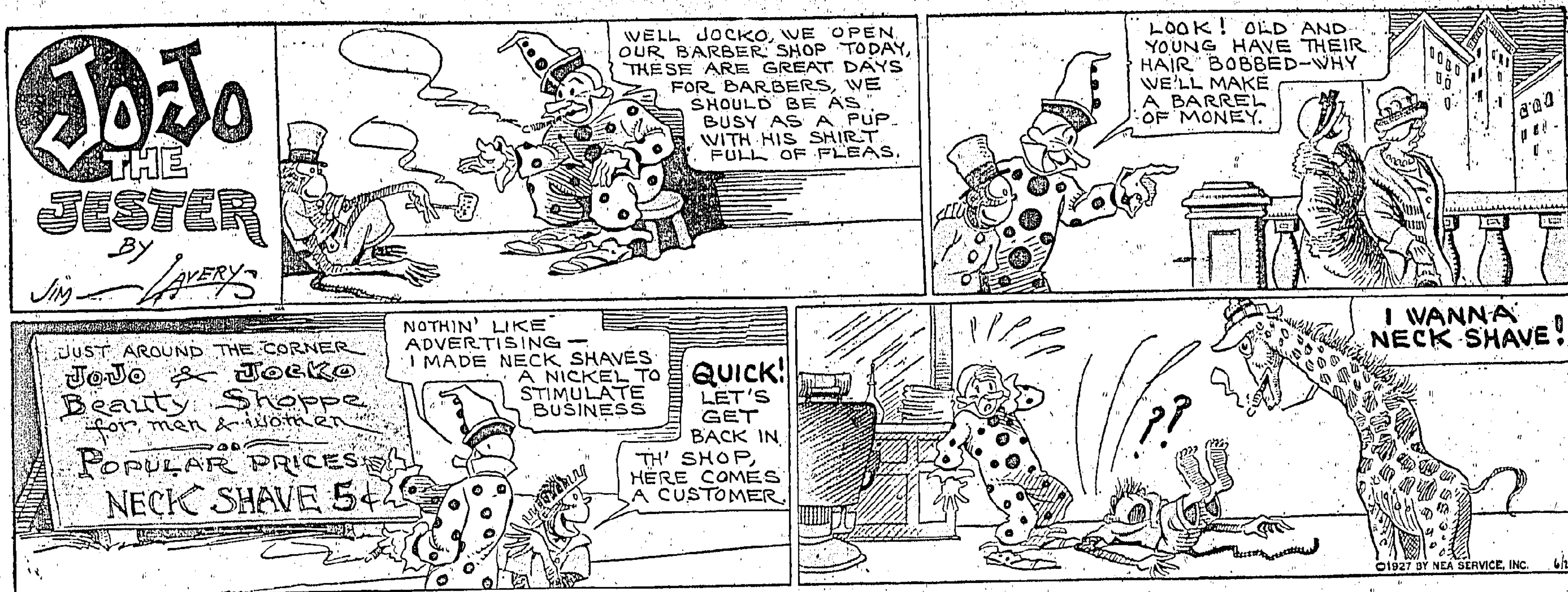
A Novelty for the Dinner Table.

A new and pleasing addition to dinner table appointments is an electro-plated box intended for holding a carton of dates or figs. It is oval in shape, with a pierced design and hinged lid, and very adequately solves the problem of how to camouflage the date box.

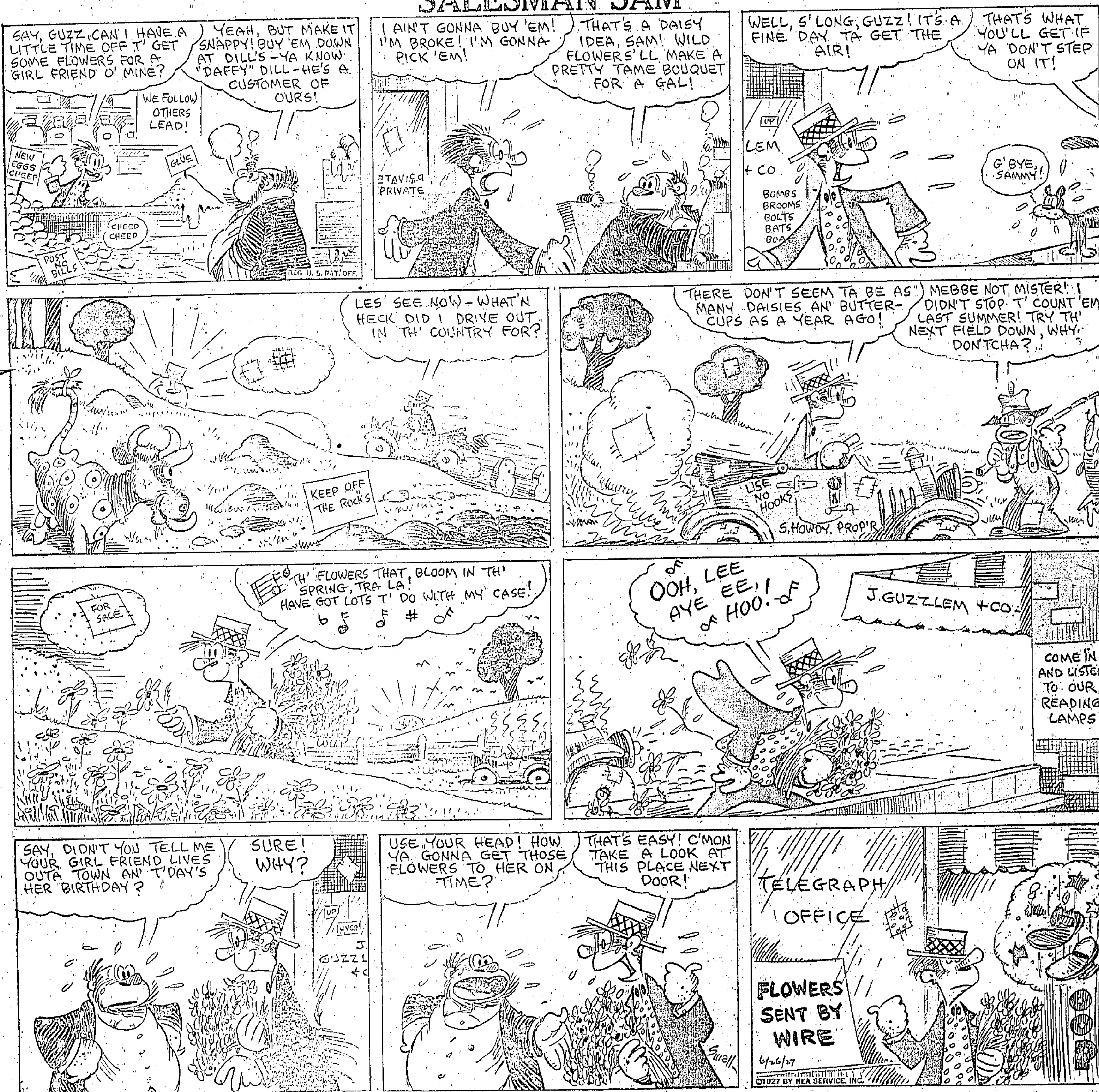
EXQUISITE.



An exquisite mule for the very best negligence is of gold and richly jewelled in bright-coloured stones with a gold filigree heel.



SALESMAN SAM



WHITEWAYS FOR DOLLAR VALUE

THE WORLD OF SPORT

COUNTY CRICKET.

RAIN UPSETS MANY GAMES.

FREEMAN'S FINE BOWLING.

Although rain all over the country again interfered considerably with cricket, a definite decision was reached in three matches, Kent, Notts and Yorkshire winning outright.

Freeman of Kent took 12 wickets for 75 runs in the course of the game with Worcester, and thereby completed his "bag" of a hundred wickets. Parker, Gloucester, also achieved the feat.

The outstanding batting performance was a big partnership between Payton and Flint for Notts, both reaching the century mark and being undefeated when Mr. A. W. Carr applied the closure to the innings.

The outstanding individual performances were:

Batting.	
Payton (Notts)	143
Ashdown (Kent)	139
Wensley (Sussex)	127
D. R. Jardine (Gentlemen) ..	123
Young (Somerset)	109
Flint (Notts)	100
*Not Out.	

Bowling.

Freeman (Kent)	7 for 45.
Nichols (Essex)	7 for 72.
Freeman (Kent)	5 for 30.

GENTS V. PLAYERS.

D. R. Jardine Scores 123.

London, July 15.

The Players were unable to complete an innings in the game against the Gentlemen at Lord's, and the match was left drawn. D. R. Jardine, the Surrey amateur, hit up a century for the Gentlemen, and Holmes and Sutcliffe made yet another three-figure partnership.

The scores were:
Gentlemen: 276.
Players: 132 (for 2 wickets).
For the Gentlemen, D. R. Jardine scored 123, and for the Players Holmes contributed 50 and Sutcliffe 64.

FIRST INNINGS WIN.

Young's Century Against Lancashire.

Lancashire won on the first innings against Somerset at Taunton, rain preventing a complete decision. The outstanding feature of the match was a splendid century by Young in the Somerset second innings. He scored 100 runs in a total of 173 for the Somerset batsmen. The scores were:

Somerset: 205 and 173 (for 5 wickets).
Lancashire: 297.

Young made his runs by a series of long hits, and no player reached the half-century mark.

LOW SCORING.

Worcester Wins At Leeds.

In a low scoring match at Leeds, Worcester defeated Essex by seven wickets. Essex were dismissed in their first innings for 100, and Worcester scored a first innings total of 86. The scores were:

Worcester: 190 and 175.
Essex: 186 and 91 (for 3 wickets).

Worcester took seven wickets for 72 runs in their first innings.

BIG SUSSEX SCORE.

Hampshire as Fielders Only.

Hampshire had no opportunity of batting against Sussex at Eastbourne, and the match does not count in the Championship. Sussex made a big score and had lost only six wickets when rain prevented further play. Wensley contributed 127 to the total of 435 (for 6 wickets).

Match Drawn.

The game between Warwickshire and Glamorgan was left drawn, both sides getting four runs. Warwick's innings produced 223 runs, and Glamorgan scored 143 for the loss of 4 wickets when rain intervened.

DECLARATION.

Nearly Forces Win.

Gloucester made a sparkling start against Gloucester at Cheltenham, and the match was left drawn, six Gloucester wickets falling for 52 runs in their

BRAVE CONVICTS.

THRILLING RESCUE SCENES AT PRISON QUARRIES.

Convicts displayed great gallantry recently in rescuing one of their fellows who had fallen into a hole of stagnant water, nearly 50 feet deep, at the prison quarries at Peterhead, Scotland.

When the accident was observed, a young convict immediately dived from a height of ten feet into the hole. He was greatly handicapped by the weight of his boots and thick clothing. Fearing that both the men would sink, another convict plunged in and seized the first rescuer, who kept a firm hold on the one who had accidentally fallen in.

All three were in peril until other convicts formed a chain down the ledge and helped them out.

Another account states that although the first prisoner who fell into the pool could swim, the shock was so great that he was rendered dazed and helpless.

The incident (says a Peterhead correspondent) was one of the most gallant performances in the Scottish penitentiary, and the bravery and self-sacrifice of the rescuers will in all probability be rewarded by a remission of their sentences.

ASHDOWN'S CENTURY.

Kent Win by an Innings.

Kent defeated lowly Worcester by an innings and 169 runs at Worcester. Ashdown, a prolific scorer last season, made his first century of the season.

The scores were:
Worcester: 110 and 75.
Kent: 354 (for 9 wickets decd.).

In Worcester's first innings, Freeman took seven wickets for 45 runs, and in their second he took 5 wickets for 30 runs, his best performance with the ball this season. Ashdown scored 129 for Kent.

BIG NOTTS PARTNERSHIP.

Northampton Well Trounced.

Notts continue their strong bid for the championship. Against Northamptonshire at Nottingham, they won by an innings and 69 runs, after declaring with only five wickets down. Payton and Flint were chiefly responsible for the huge Notts total, their partnership producing over two hundred runs. Both were undefeated at the close. The scores were:

Notts: 430 (for 5 wickets decd.).
Northants: 84 and 277.

Payton scored 143 (not out) and Flint contributed 100 (not out).—*Reuter.*

WHOSE RING?

COURT SEQUEL TO BROKEN ENGAGEMENT.

Mr. Justice McCardie, the "Bachelor Judge," had more to say on engagements and rings in the King's Bench Division, London, last month.

I remember all the details very well, he said when a breach of promise action, which had been heard before him some time ago, was again mentioned this morning. The point placed before him was whose property was a ring used in an engagement, since broken off, which had been handed up to the jury during the hearing of the action for breach of promise.

The parties were Miss Louise Maude Morris, Stirling Road, Tottenham, and Mr. William Charles Fowler, an undertaker's foreman coachman, Scotland Green, Tottenham. Miss Morris brought the action for breach of promise against Mr. Fowler, to whom she had been engaged to be married.

The jury, after hearing the action, found for the defendant and also found for him in his counterclaim for £13, 15s. in respect of a sideboard, a clock, and a pair of bronzes. Judgment had been entered accordingly.

Mr. Merlin, for Miss Morris, urged before Mr. Justice McCardie who should have possession of the ring. Mr. Merlin said the ring, which had been handed into Court during the hearing of the case, was still the property of the plaintiff. He asked for an order to be made for its return.

His Lordship—My impression is that the ring was given conditionally.

Judge's View of It.

Mr. Eddy, for defendant, asked leave for the ring to be included in the list of articles in the counterclaim.

His Lordship said this could not be done.

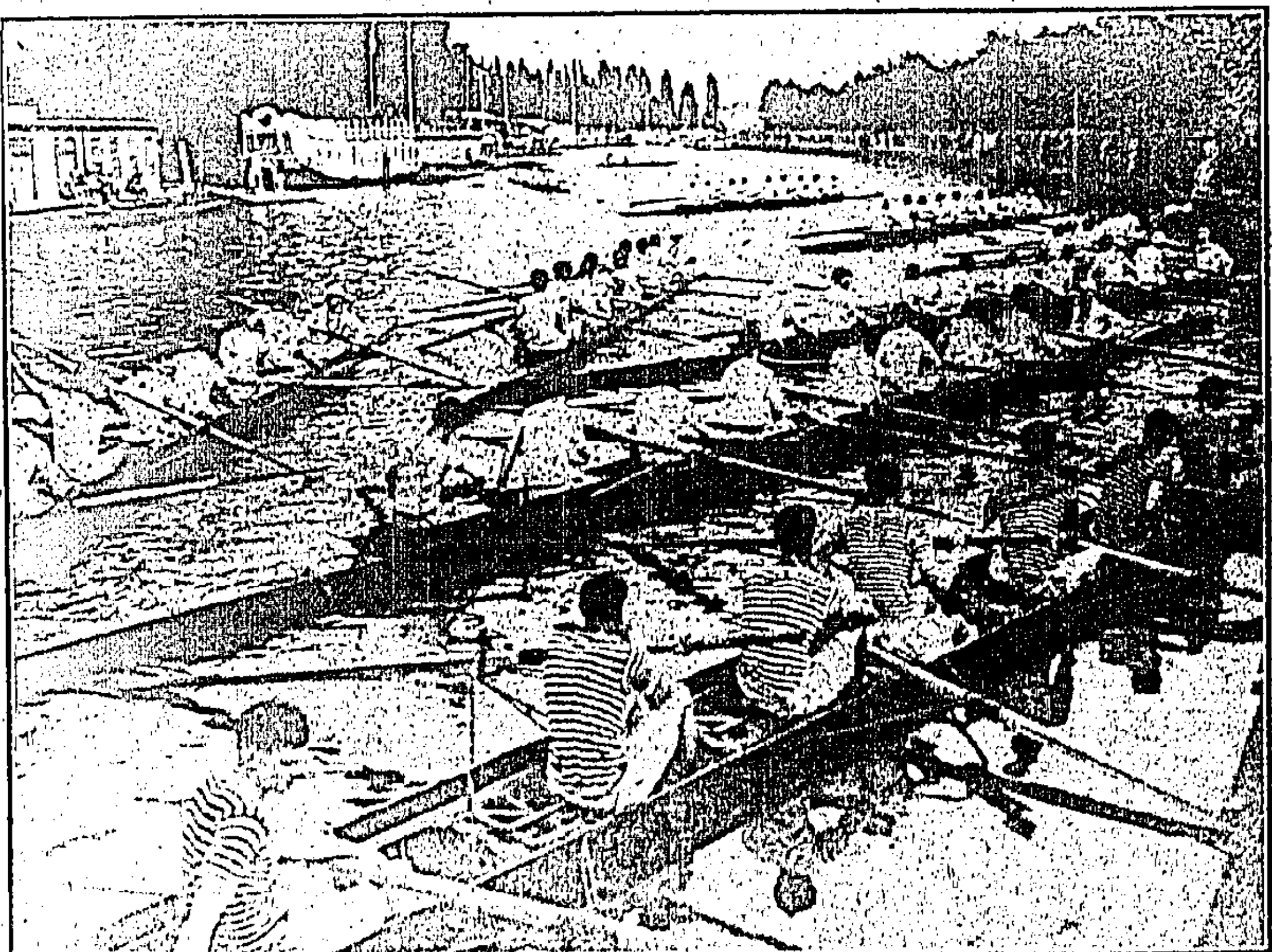
Mr. Eddy said the jury found the plaintiff was in default. He submitted the ring belonged to the defendant.

Mr. Merlin said the ring had been handed up for the jury to see, and it was by an oversight it was not asked for back. Mr. Merlin said that Miss Morris was only a working girl and had been engaged four years to Mr. Fowler. His Lordship—I have a very difficult view. Your lady, having arranged to marry, resolutely refused to what the mother wanted. It was not that her daughter should marry the man that she should keep him there as a lodger. That was clear. They got as much money as they could out of him. That was the view the jury took. She got this young man to take her out to places of amusement and had all the advantages that a young engaged girl gets, and when at last the man found her a house to which no objection could be taken, a house luxurious beyond the dreams of any ordinary working girl—it was a doctor's house I remember—she still refused.

Mr. Merlin, intervening—Within nine days of his repudiation of this lady he married another lady. His Lordship—Yes he did, and I am not surprised after the treatment your client inflicted upon him. I shall make no order in regard to this ring.

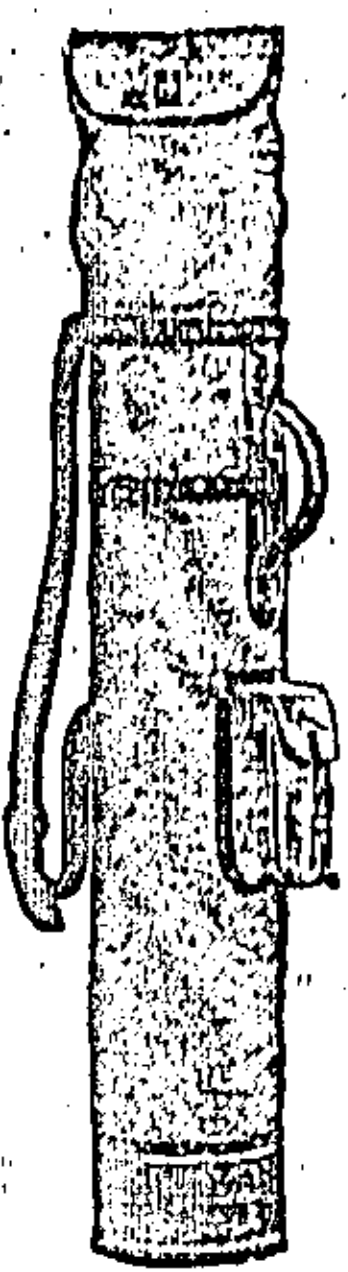
While excavating for a building in southern Bavaria, workmen came upon traces of ancient Roman settlements. Bronze swords, their ornaments and flint weapons were found that date back to the last ice age. Nearby were discovered Roman coins, some bearing the bust of Emperor Marcus Aurelius.

OXFORD SUMMER EIGHTS.



A general view of the congested section of the river at Folly Bridge, showing the ergas of the end of a race.

CADDY BAGS



No. EWB.

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from \$6.50

WITH HO D
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ALL BRITISH MADE

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LION ESCAPES.

EXCITEMENT AT BIRMINGHAM.

Although the trainer, Mr. W. Lawrence, was able to resume duty the day after an exciting lion hunt at Birmingham, the manager of the menagerie and fair, Mr. John Purchase, was so badly mauled that his hand will take some weeks to recover.

Interviewed, Mr. Purchase said the lion was a powerful Abyssinian, only four and a half years old. They had had it a month. It had gone through several performances at the fair. The reason why the animal was able to escape was that as the trainer was entering the cage it suddenly turned, and springing for the partially open gate, brushed the trainer aside and forced an opening. The lion, obviously scared escaped under the stage, and was traced to the adjacent Aston churchyard.

Mr. Lawrence, armed with a short stick, cornered it among some thickly placed gravestones. The lion sprang at him, tore his tunic away, and clawed his chest. An assistant pulled him away, and the animal with a net thrown over it was, after twenty minutes, forced into a trap cage. Two blank cartridges were first fired, and failed to move the beast.

It was during the attempt to transfer the captive to its proper cage that Mr. Purchase was bitten. By this time the beast was excited and vicious, and the manager was kneeling on the trap cage ready to close the larger cage gate on the lion. Turning sharply, the beast sprang for the top and seized Mr. Purchase's left hand. Luckily the manager was able to pull his hand away.

I hit him on the nose first to keep him back, he said, but had to hold on to the cage with one hand to get free. I then bolted the gate and got him in, but I don't remember anything else.

Twenty to thirty thousand people gathered to witness the capture, in which the police assisted.

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Aug. 10	Seattle	Olympic	Sept. 17	Cebu Sept. 23
Aug. 16	San Francisco	Berengaria	Sept. 21	Cebu Sept. 27
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Aug. 30	San Francisco	Aqueduct	Oct. 5	Cebu Sept. 11
Sept. 7	Seattle	Leviathan	Oct. 15	Cebu Sept. 21
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PRESIDENT GARFIELD ... Tuesday, Aug. 30th 8.00 a.m.
PRESIDENT HARRISON ... Tuesday, Sept. 13th 6.00 a.m.
THEREAFTER FORTNIGHTLY SAILINGS ON TUESDAYS.

TO MANILA.

PRESIDENT HAYES ... July 19th, 6.00 a.m.
PRESIDENT CLEVELAND ... July 19th, 6.00 p.m.
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TSINGTAU Swatow & S'hai Hangsang Wed. 27th July at 10 a.m.
STRAITS & Calcutta ... Laisang Thurs. 28th July at 3 p.m.
SANDAKAN ... Hingsang Satur. 30th July at 3 p.m.
HAIPHONG ... Mingsang Sun. 31st July at 8 a.m.
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OSAKA via Amoy, S'hai, Moji, Kumsang Tues. 2nd Aug at 7 a.m.
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MIXED METERS.

JUDGMENT FOR THE DEFENDANT.

Judgment was given for the defendant by the acting Puisne Judge, Mr. P. Jackson in the Summary Court yesterday afternoon, when the case in which Mr. J. H. Ruttenjoe, of Messrs. Ruttenjoe and Son, wine merchants, sued Mrs. D. A. Ross, late of No. 7, Duddell Street, for \$173 on an implied contract for the supply of electric current.

Mr. J. T. Prior, who was for the plaintiff, contended that a mistake had been made by the Electric Company and asked His Lordship to make that fact clear in his judgment, but His Lordship refused to do so, saying that the Company had not actually admitted a mistake, but a representative had said a mistake had probably occurred during the strike of 1925.

The case concerned flats in Duddell Street, and it appears that the meter connections had been altered so that they were not registering correctly. The plaintiff said he had paid the bills for the defendant's flat, but she had not repaid him as agreed. The defendant contended that the later bills were far too high for her consumption.

The Meters.

Yesterday afternoon Mr. S. Longfield, of the Electric Company produced an application for the installation of meter No. 26219, which showed that Mr. and Mrs. Madden applied to have the meter installed in No. 4 flat. It was installed on July 22nd, 1925, and until November 30th, it registered nothing. Thirteen units were registered in November.

In reply to Mr. Prior witness said he did not know that Mrs. Madden was using electricity at the time when the meter was registering nothing, and he did not know that No. 3 flat, later occupied

by the defendant was empty.

Witness considered it was impossible that the Company had made a mistake with the installation. The other flats were on meter 24040.

Mr. Prior pointed out that from May 16th, until August the meter did not register anything, and at the end of August it registered thirteen units.

In reply to other questions witness said meter No. 26219 was in fact Mrs. Madden's name until the plaintiff took it over, and meter No. 24040 was re-installed on October 4th, last year in Mr. Ruttenjoe's name. It was put in Mr. Wetton's name on April 1st.

Witness suggested that the change of meters was made when Mrs. Madden moved out and the defendant moved in, by the contractors transferring the wires in making alterations. He had seen that two pairs of wires connecting flats Nos. 3 and 4 had been altered.

The Contractors.

Mr. Prior said as a matter of fact Mrs. Madden was in No. 4 flat practically on the day of the application for the installation of meter 26219. He asked where was her current coming from if meter 26219 did not register. Mrs. Madden was burning current, and surely, he added, the Company must have made some mistake.

Witness replied that if current was burned the contractors must have connected the wires to another meter.

Mr. Prior contended that there must have been some mistake, as if the Company had been represented to see that the work was done properly there would have been no mistake about connecting the flats to the meters.

Witness said the time was the period of the strike when there was but little current consumed on many meters. During the strike, said Mr. Longfield, they employed a "pretty scratch crew" who did not test anything, and in reply to a question he added the

meter connections had probably been mixed during the strike and might have been wrong all along. His Lordship remarked that it seemed to him that on the evidence, meter No. 24040 had been connected to Mrs. Madden's flat during the whole time under dispute, and that No. 26219 had been attached to another. He was afraid the plaintiff could not recover.

Mr. Prior said the whole thing had obviously been caused by a mistake on the part of the Electric Company. He was claiming \$173 based on meter No. 24040, but he would submit that the claim was not really on any particular meter, as he was really claiming on the meter due. He said he thought the defendant was liable for \$41.50, which was the amount due on meter 26219, and he said he considered that judgment should be entered for that amount. Both parties had been misled by the Company and the plaintiff should not have to pay the costs.

Whose Bill?

Mr. Owen said he did not think it was proper that the bill for \$41.50 should be paid by his client on an order of the court. She was quite prepared to receive the bill and pay the amount. It had been shown that the bills she had received were not on her meter. She was willing to pay the bills for the correct meter if they were tendered to her and not made the subject of an action.

In delivering judgment His Lordship said the claim had been reduced to \$144 by payment into court of \$29.21. He said the plaintiff had paid for current supplied to an adjoining flat. He considered that Mrs. Ross was quite right in resisting the claim. He gave judgment for the defendant with costs.

Mr. Prior asked His Lordship to make it clear that he was giving his judgment because of a mistake by the Electric Company. This His Lordship refused to do.

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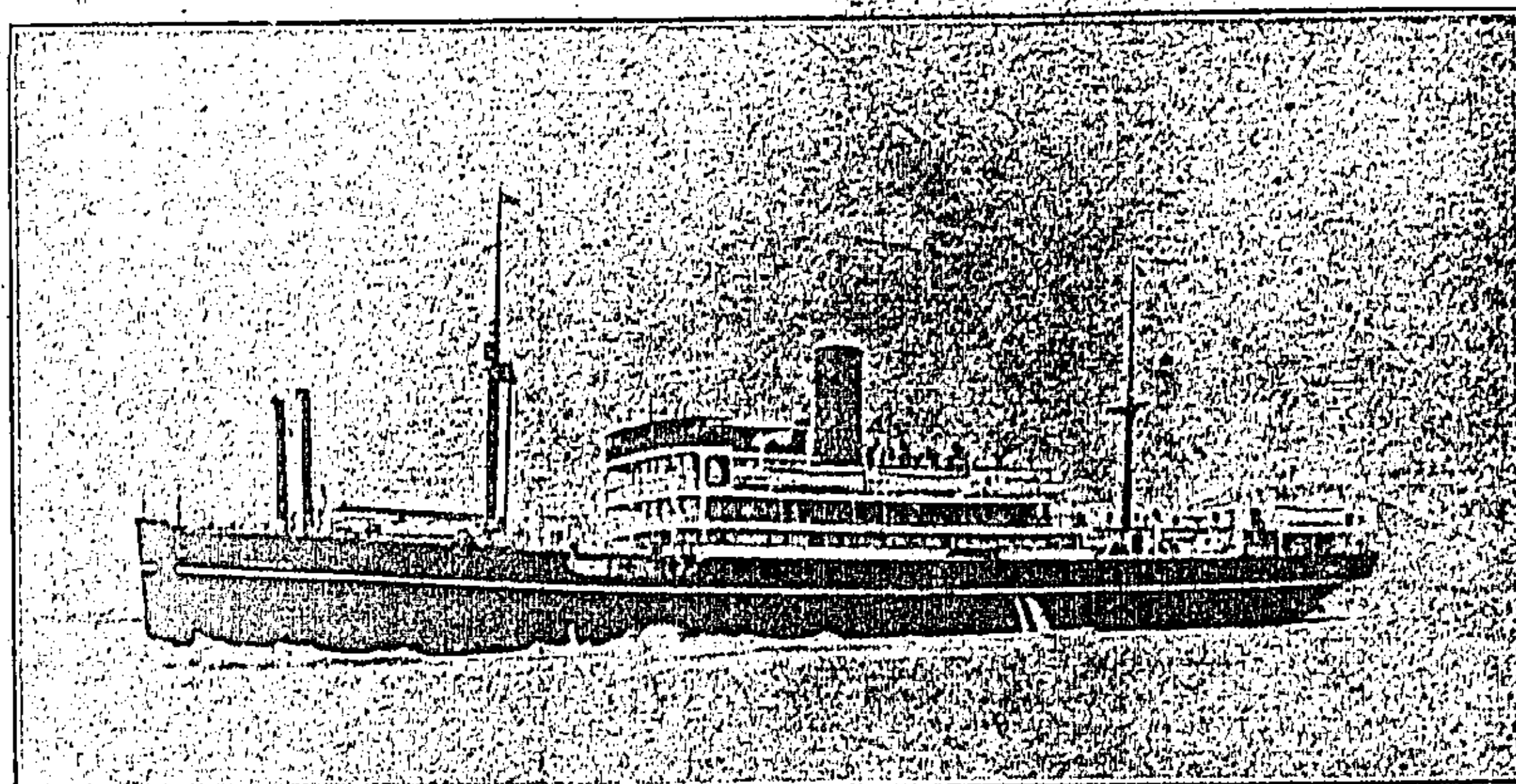
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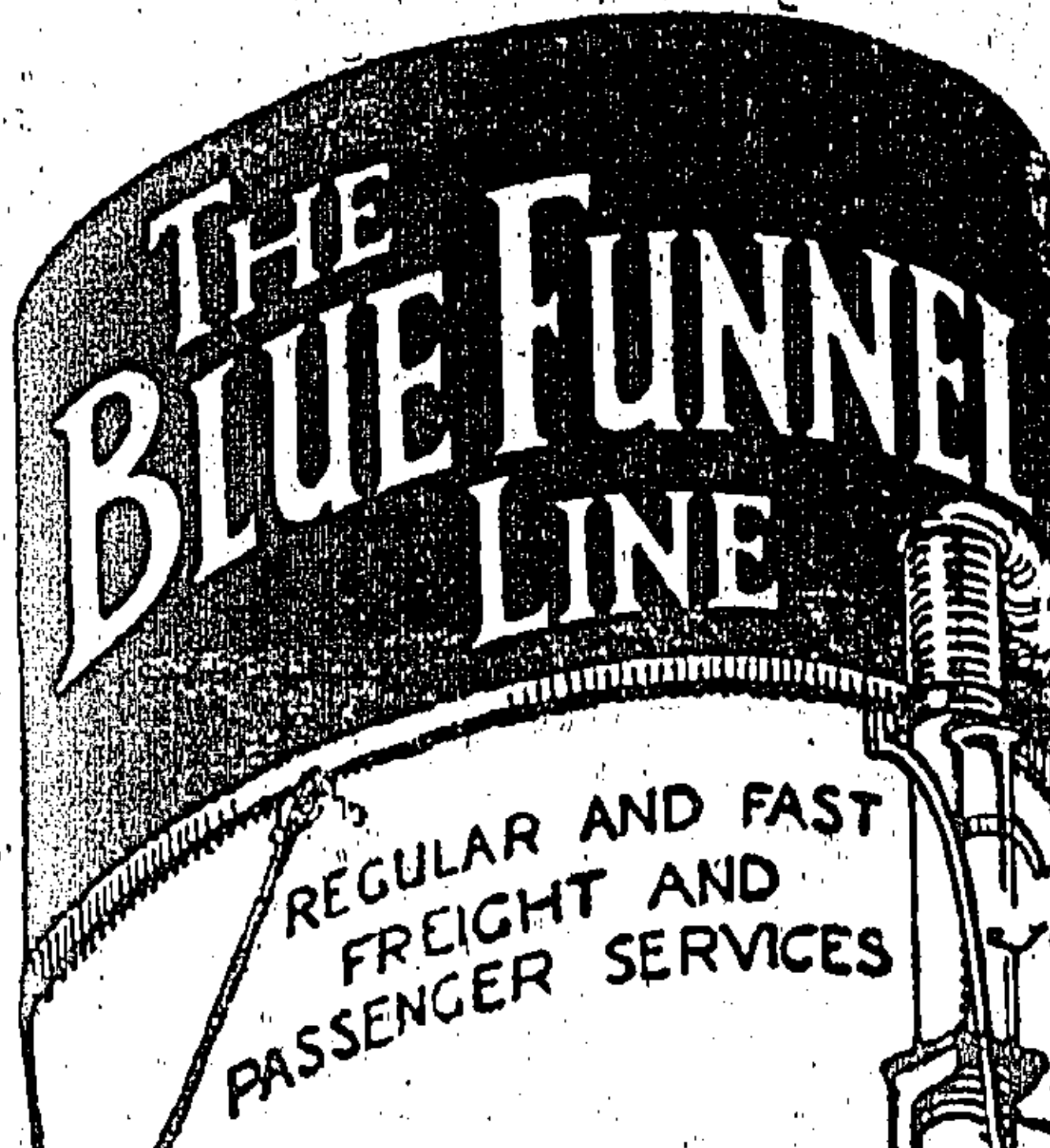


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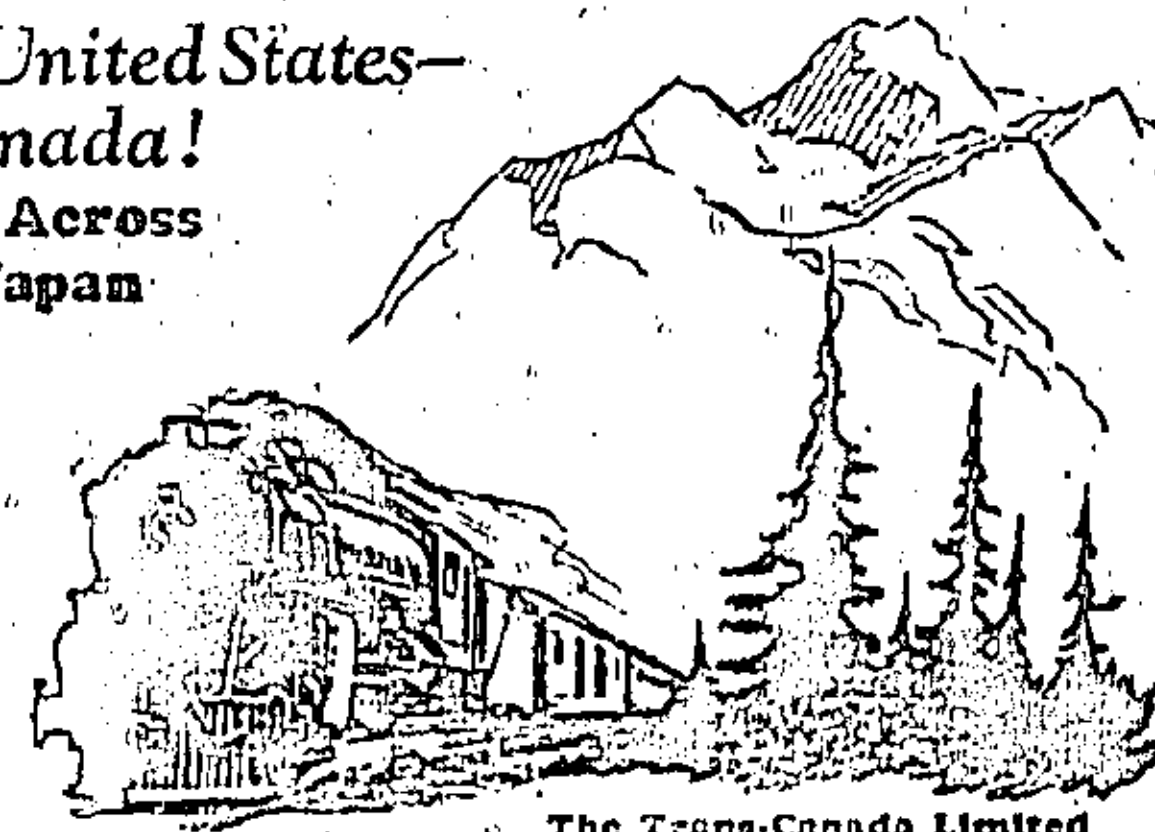
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Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
ALIPORE	5,293	21st July.	Straits & Bombay
MAEDONIA	11,120	23rd July.	Marseilles & London
KALYAN	9,144	2nd Aug.	M'los, Casa Blanca L'don A'warp & Hull
NYANZA	7,023	3rd Aug.	Straits & Bombay

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Ebedival Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

	Tons	From Hongkong (about)	Destination
TILAWA	10,006	22nd July.	S'pore, Penang & Calcutta
SANTHA	7,754	12th Aug.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hongkong (about)	Destination
ARAFURA	6,000	29th July.	(Manila, Sandakan, Thurr.)
TANDA	6,956	2nd Sept.	Island, Townsville, B'bane.
ST. ALBANS	4,500	30th Sept.	(Sydney and Melbourne.)

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, India, Cebu, Molampagan, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

	Tons	From Hongkong (about)	Destination
SANTHA	7,754	18th July.	Moji, Kobe & Yokohama
RAWALPINDI	16,619	22nd July.	S'hai, Moji, Kobe & Yoko
DEVANHA	8,155	5th Aug.	S'hai, Moji, Kobe & Yoko
TANDA	6,956	9th Aug.	Moji, Kobe, Osaka & Yoko
MOREA	10,953	19th Aug.	S'hai, Moji, Kobe & Yoko
NAGPORE	5,293	30th Aug.	S'hai, Moji, Kobe & Yoko
KHYBER	9,114	2nd Sept.	S'hai, Moji, Kobe & Yoko

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 24 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
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GLEN LINE.

Fare Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "PEMBROKE" (Via Oran)	27th July.
Motor Vessel "GLENGLASS"	24th Aug.
Motor Vessel "GLENGARRY"	21st Sept.
Motor Vessel "GLENLUCE"	19th Oct.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Due Hongkong.

Motor Vessel "GLENAMORY"	27th July.
Motor Vessel "GLENOGLEY"	4th Aug.
Motor Vessel "GLENGARRY"	18th Aug.
Motor Vessel "GLENLUCE"	6th Sept.
Motor Vessel "CARMARTHENSHIRE"	18th Sept.

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AGENTS: THE GLEN LINE, LTD.

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AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "HELENUS"	via Suez Canal 31st July.
S.S. "CITY OF BEDFORD"	via Suez Canal 14th Aug.
S.S. "MENTOR"	via Suez Canal 28th Aug.
S.S. "CITY OF NORWICH"	via Suez Canal 11th Sept.

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

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"Changte" & "Taiping."

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Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILS HONGKONG ON OR ABOUT
CHANGTE	9th August	16th August
TAIPING	6th September	13th September
CHANGTE	11th October	18th October

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Agents.
Tel. C. 36.

OBITUARY.**THE COUNTESS CONSTANCE MARKIEVICH.**

Dublin, July 15.
The death is reported of Countess Georgine, Countess Markievicz, the first woman to be elected to the British Parliament, but who as a Sinn Feiner did not take her seat. She was returned to the Dail Eireann as a De Valera in the recent Irish Free State General election.—*Reuter.*

[The Countess Markievicz has been a member of the Dail Eireann for Dublin City, South, since 1923 and has served as Secretary of Labour. She is a sister of Mr. J.A.R. Gore Booth. She married in 1900 Casimir Dunin de Markievicz. She took a prominent part in the Dublin rebellion of 1916 and was sentenced to death, but her sentence was subsequently commuted to one of life imprisonment. She was released in 1917.]

Mr. Charles Ford.

London, July 15.
The death is reported of Mr. Charles Ford, former Superintendent of the Botanical Department of Hongkong.—*Reuter.*

Mr. Loo Lim-yok.

(Our Own Correspondent.)
Macao, July 15.
The death is announced of Mr. Loo Lim-yok this evening at half past eight.

Mr. Loo Lim-yok was a well known and highly respected resident of the Portuguese Colony and one of the organisers of the Macao Race Club. He was a man of considerable wealth inherited from his father, the late Mr. Loo Kau.

Mr. H. A. C. Emery.

The death has taken place at his residence, Corbett Road, Chefoo of Mr. H. A. C. Emery.

Mr. Emery was one of the oldest residents of the port, having been connected with the U. S. A. Consulate and later with Messrs. Cornaby, Eckford and Co., during the past 20 odd years. He served on the International Committee, the Foreign General Chamber of Commerce, and the Foreign Silk Association, on which bodies he rendered considerable valuable service towards the civic and commercial development of the port.

REPULSE BAY.**RESIDENTS' ASSOCIATION FORMED.**

At a meeting of residents of Repulse Bay and district held at the residence of Mr. E. R. Child on Thursday evening, it was decided to form an Association to be called the Repulse Bay and District Residents' Association, for the general betterment of conditions of residence in this district including Deep Water Bay and Tai Tam Bay, in which area there is a growing number of residents.

Mr. Child was appointed Honorary Secretary, and it was decided that he take immediate steps on behalf of all residents for the improvement of sanitary and general conditions in the neighbourhood.

FOOTBALL.**CHINESE TO OPPOSE QUEEN'S REGIMENT.**

The postponed game between the Chinese Athletic and the 1st Battalion the Queen's Royal Regiment, will be played this afternoon at Sookun-poo, commencing at 5.45.

The Queen's have an imposing record. During the season 1925-6 they were winners of the Army Football Cup, the Dover Hospital Cup, the Inter-Services Cinque Ports and the Folkstone and District League. It will be remembered that the game was to have been played on June 21, but was called off on account of rain.

The following will represent Chinese Athletic—Pan Ka Ping, Lau Mow, Lo Wai Man, Ho Cho Yin, Lum Yik Ying (Capt), Ng Po Lau, Lee Bing Tong, Suen Kam Shun, Wong Pak Chong, Choy Ping Fan and Ng Kam Chuen.

THE DAVIS CUP.**FINALS BETWEEN DENMARK AND FRANCE.**

Copenhagen, July 15.
In the European finals for the Davis Cup between Denmark and France to be played at Copenhagen on the 21st, 22nd, and 23rd, inst., the probable Danish team will consist of Ulrich and Petersen.—*Reuter.*



Among other taxes is that the fisherman puts on your credulity.

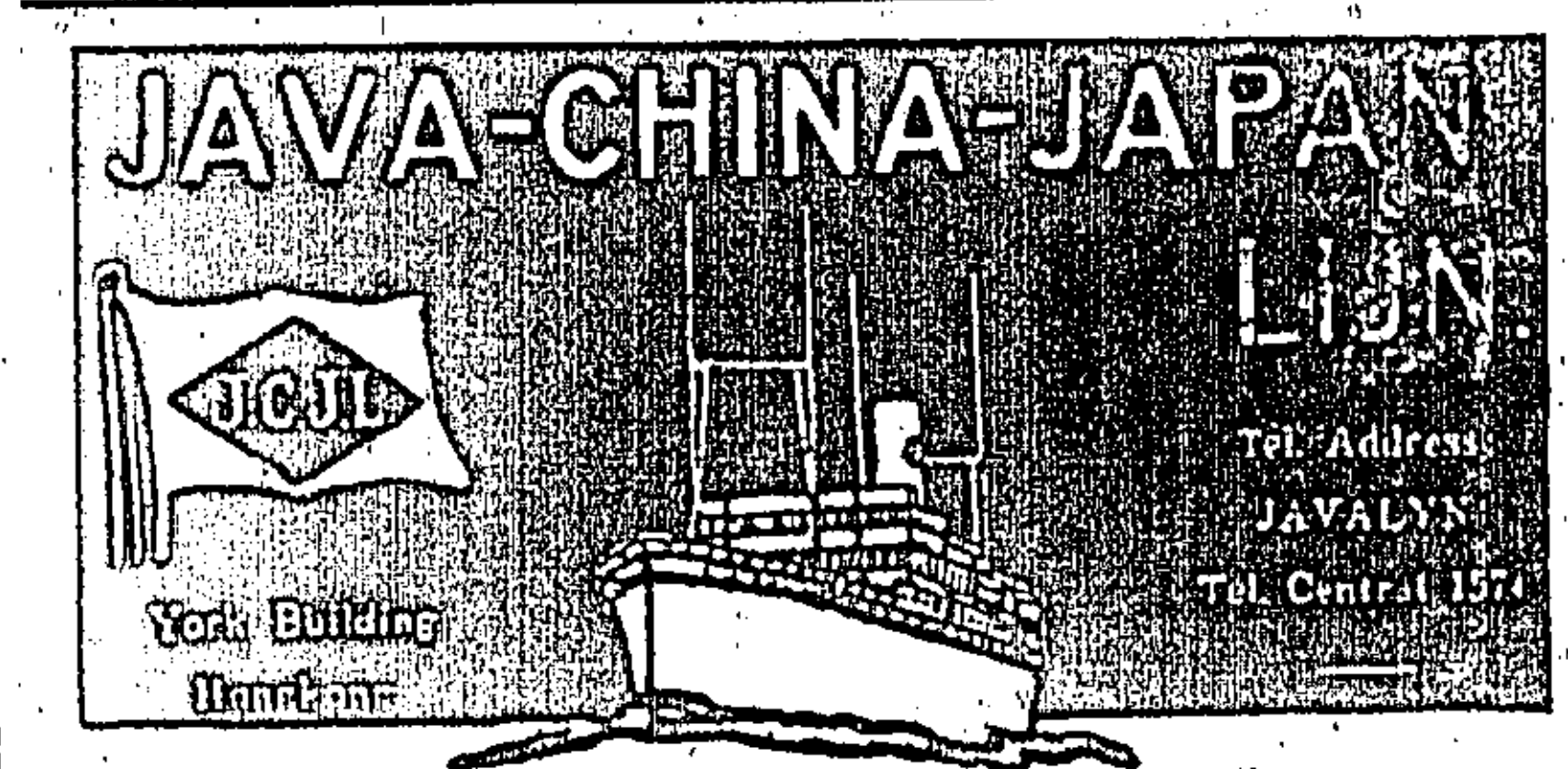
PASSENGERS.**DEPARTED.**

Per s.s. Taiping for Australian ports via Manila, July 15.—Mr. E. L. Heymannson, Miss E. Rickerby, Mr. A. P. Rittsager, Mrs. J. M. D. Howie, Mrs. Nell Smith, Mr. M. Manuk, Mr. J. G. O'Connor, Mr. and Mrs. Scobio, Miss M. Duffy, Miss L. Kartes, Mrs. Addair, Miss E. Addair, Mr. T. Irmischer, Mr. C. D. Robertson, Mr. Brodie, Mr. and Mrs. A. Linder, Master G. Linder, Mr. and Mrs. Walker, Miss Joan Walker, Master Wilbur Walker, Miss Joan Penhall, Master Colin Woodland, and Mrs. Penhall, Miss Ruth Penhall, Mr. and Mrs. Begley, Miss A. Begley, Mr. and Mrs. H. H. Curtis, Mr. and Mrs. Woodland, Miss B. Woodland, Mr. W. M. Mason, Master W. E. Mason, Master M. E. Mason, Mr. and Mrs. Lowe, Master R. Lowe, Miss J. Lewis, Miss Dallas, Mr. Wing Hung, Mr. Sue Due, Mr. Loney Shong, Mr. Wong Yum, Mr. Cheung Kam, Mr. Leslie Lee, Mr. James Peter Chong, Mrs. Edna Lucy Goo and Wilma Joy, Miss Verna Meryle, Mr. Oye Quin, Mr. Man On, Mr. Lee Poy, Mrs. Wong Chan, Mrs. Master Wong, Lau On, Mr. Lum Lee Hui, Mr. Willie Ah Lum, Mr. Yaw Choy, Mr. Yee Fong, Mr. Chan Hong, Mr. Chun Foon, Mr. George Kum, Mr. Chun Taz Ming, Mr. Yip Shai Ming, Mr. Chow Gem, Mr. Ah Wee, Mr. Fong Yick Chong, Mr. Fong Shun Kwok, Mr. Fong Tui, Mr. Low Hong, Mr. Ah Tuen, Mr. Ken Owe.

The Canadian Pacific liner Empress of Australia, one of the largest and speediest vessels on the Pacific, has just been transferred to the Atlantic service. Known as the "hero ship" of the Yokohama earthquake, this twin-screw 22,000-ton oil-burner, just re-engineered and refitted on the Clyde, was to reach Quebec July 2 and sail July 6 on her first eastward voyage across the Atlantic. Her European stops will include Cherbourg, Southampton and Hamburg. The Empress of Australia will later make the fifth Canadian Pacific world cruise, sailing from New York on December 2. She will always be remembered for her remarkable rescue work in the Yokohama earthquake in 1923, when, under the command of Captain S. Robinson, C.B.E., R.N.R., this vessel saved the lives of 2,000 refugees as well as her own 2,000 passengers and crews. It is announced that the Prince of Wales and Premier Baldwin will travel from Southampton to Canada on the Empress of Australia, sailing July 23.

N.Y.K. LINE

REDUCED RATES TO EUROPE via SAN FRANCISCO.
\$120, \$112, \$110, \$102, \$83; G\$440, G\$420 via SEATTLE.
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
*Siberia Maru (Calls Keelung) Tuesday, 26th July, at 10 a.m.
Taiyo Maru

**REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

Steamers	From	Expected on or about	Will leave on or about	For
Tjitaroem	N. China	18th July	20th July	M'ksar & Java
Tjikini	Java, Mesr	18th July	20th July	Amoy, N. China
Tjipanas	Java, M'la	19th July	22nd July	Saigon & Java
Tjisaroa	Batavia	24th July	28th July	Shanghai
Tjikarang	S'hai, K'lung	26th July	28th July	Batavia
Tjisalak	Java, Mesr	1st Aug	3rd Aug	Amoy, N. China
Tjibodas	N. China	1st Aug	3rd Aug	Batavia
Tjisondari	Batavia	7th Aug	10th Aug	Shanghai
Tjisaroa	S'hai, K'lung	9th Aug	11th Aug	Batavia
Tjimanock	Java, Mesr	15th Aug	17th Aug	Amoy, N. China
Tjikini	N. China	15th Aug	17th Aug	M'ksar & Java

(Via Macassar)
*Via Batavia
The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
For Freight and Passage apply to the
Java-China-Japan Lijn.

HONGKONG, CANTON & MACAO STEAMERS.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

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Sailings from Hongkong—Daily at 1 a.m. and 8 a.m. (Sundays 1 a.m. only).
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FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).
FROM MACAO: 8 A.M. and 2 P.M. (Weekdays only).

SUNDAY EXCURSION.
On Sunday, the 17th July s.s. "SUI AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 3.30 P.M. Return Saloon Passage Fare \$5.00.
SPECIAL TIFFIN \$1.50.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
LOADING DIRECT FOR
BARCELONA, ROTTERDAM, HAMBURG
and SCANDINAVIAN PORTS.

M.V. "BENARES"

FOR SHANGHAI and JAPAN PORTS.
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AGENTS FOR

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ... ELLERMAN LINE
S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 3rd August.
S.S. "KABINGA" ... Havre, London, Rotterdam & Hamburg ... 18th August.

AUSTRALIA ... AUSTRAL-EAST INDIES LINE
Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
Through Freight and Passenger booking from Hongkong in conjunction with "Ellerman" Line or other service.

BOSTON, NEW YORK & BALTIMORE ... AMERICAN & MANCHURIAN LINE
S.S. "CITY OF BEDFORD" ... via Suez Canal ... 14th August.
S.S. "CITY OF NORWICH" ... via Suez Canal ... 11th September.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK ... AMERICAN & ORIENTAL LINE
S.S. "COMERIC" ... via Suez Canal ... 16th July.

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE
S.S. "TINHOW" ... From Hongkong ... 5th August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambano, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply—
THE BANK LINE, LTD.
Telephone Central 4791.

HOTELS.

THE HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms,
newly renovated and installed with Box Spring Beds, Hot and
Cold Water, also Telephones. All Trams pass in front of
Hotel. Most Moderate Rates in the Colony.
Hotel launch meets all steamers.
Dining Room and Lounge now open to the Public.

PROF. C. THERESSE

and
MISS MARGUERITE SENOUR
will give Exhibition Dances every
TUESDAY & FRIDAY
5 to 6.30 p.m.

Tel. Add Victoria. Telephone C.373.
J. H. WITCHELL, Manager.

HOTEL SAVOY

The Savoy is the outstanding Hotel
in Hongkong and one of the finest
appointed in South China.

HOTEL METROPOLE HOTEL BOA VISTA.
22, Ice House Street. Macao.
UNDER THE SAME MANAGEMENT.

KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON

Modern Toilet System.

Elevator and Telephones to each floor.

Smoking Room and Saloon Bar. First Class Billiard Table
Recently renovated throughout.

Manager's Personal Attention

Tels. K. 608-609.
Cables KOWLOTEL HONGKONG

H. J. WHITE
Manager

PALACE HOTEL.

Tel. Kowloon No. 8

Tel. Address "PALACE."

Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans throughout.
Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Carriage moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE Cables: —
"EUROPE"
Singapore.
HOTEL
SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

Just Received!

A Choice Selection
of

LADIE'S HANDBAGS
FROM PARIS

Latest Styles—Lowest Prices

A large selection of ladie's hats due to arrive
on Tuesday.

ELITE STYLES A.P.C. Building.
Phone. C. 2452.

RIOTS IN VIENNA.

(Continued from Page 1.)

Brigade to cope with the fire.
Regular troops with machine-
guns marched to the law courts
in the afternoon, when the fight-
ing was continuing.

Anti-Italian Feeling.

Minor riots occurred elsewhere
in the city.
Large crowds before the Italian
Embassy, shouted, "Down with
Musolini, down with Fascism."
The mob threw the newspapers
out of the office of the Wiener
Unserer Nachrichten, and burned
them in the street. It also set
fire to the building of the Reichpost
newspaper, stormed a couple of
police stations, and looted some
flats.—Reuter.

NANKING'S INEXCU-
SABLE ACT.

(Continued from Page 1.)

those who are also desirous of sup-
pressing the Communists.
Chang Tsung-chang requests
the Government's views on the
matter.—Reuter.

NANKING V. HANKOW.

Big Troop Movement.

Wuhu, July 15.
About 3,000 troops have arrived
from down river in connexion
with the Nanking-Hankow threat,
but there has been nothing to in-
dicate their proposed future move-
ments.—Naval Wireless.

Nanking, July 15.
The China Merchants steamer,
with aircraft on board, escorted
by a Chinese gunboat has arrived
at Nanking.—Naval Wireless.

Shanghai, July 15.
There is no change in the situa-
tion, and the Yangtze ports re-
main quiet.—Naval Wireless.

SERIOUS DEFECTION.

Shantung Commander Goes
Over to Nationalists.

Shanghai, July 15.
Another serious defection in the
Northern camp has just taken
place, according to a Nanking tel-
gram. General Yuan Chan-yung,
commander of the 20th. Shantung
Division is revolting against Mar-
shal Chang Tsung-chang in
Changchow, having been induced
to join the Nationalists through
General Li Ching-lin, formerly a
high commander of the Shantung-
Chihli Army now Chihli and Shan-
tung Pacification Commissioner
of the Nationalist Army.

General Yuan is reported to
have put up the Nationalist flag
and mobilized his troops against
his former chief. Tangkuntun,
Changliang and Wangchuang have
been captured by this general, ac-
cording to the same report, which
also indicates that this rebellious
force are threatening Tientsin.

General Yen Shi-an has sent
another representative to call on
Marshal Chang Tso-lin who is as-
sured that General Yen is still
willing to act as mediator between
the Peking dictator and the south-
erners, provided that Chang im-
mediately cancels his Generalis-
simo or Tayuan-shu title and com-
pletely changes his attitude to-
ward the Nationalist movement.—
Wah Kiu Yat Po.

PEERESS KILLED IN
CRASH.

DISASTER AT "ROAD UP"
CORNER.

Lady Oranmore and Browne
was killed and Lord Oranmore
and Browne was seriously injured
in a motor accident on the main
road between Tonbridge and Tun-
bridge Wells last month.

They were being driven in a
large car, in which they had left
Mereworth Castle, Kent, in the
morning, accompanied by Miss
Morris, a lady's maid, and Mr.
Richard Mathers, their head gar-
dener. The car was driven by
Mr. Harry Vine, the chauffeur.

They had just passed the Hand
and Sceptre Hotel, at South-
borough, when the accident oc-
curred. Just beyond the hotel
the road declines in the direction
of Bidborough Corner, where half
the road is up for repair.

Vine was approaching the
"road-up" barrier, when he sud-
denly caught sight of an omnibus
approaching from the direction of
Tonbridge along the half road
which was available for traffic.
He applied his brakes, but the car
skidded, and he was unable to
avoid a violent collision with the
on-coming bus.

Car Overturns.
Lord Oranmore and Browne's
car overturned, and was complet-
ly wrecked, and Lady Oranmore

STOP PRESS.

MACAO DANCE CANCELLED.

Macao, July 16.

As a mark of respect to the
late Mr. Loo Lim-yok the
Race Club dance has been
cancelled.

was in a dying condition when
she was extricated. She died
within ten minutes. Lord Oran-
more and Browne was severely in-
jured about the ribs and was
taken to Tunbridge Wells General
Hospital, but was afterwards re-
moved to his home.

Miss Morris was detained in
the hospital with serious in-
juries, and Vine was conveyed to
Tonbridge Cottage Hospital. He
lost a considerable amount of
blood, and his condition is critical.
Mr. Mathers, the gardener, es-
caped with minor cuts and bruises,
and one of the three passengers
in the other car received slight
injuries. Two others were
thrown clear of the car and were
practically uninjured.

Several passengers in the bus
received cuts and bruises. The
conductor, Henry Howard Flass,
was badly cut on the wrist by
broken glass, and Mr. Ian Hilary,
a Tunbridge Wells reporter, was
thrown against a window, and
suffered a wound over the eye.

Before Vine, the chauffeur, col-
lapsed he made a gallant attempt
to rescue Lady Oranmore and
Browne, but was overcome by loss
of blood.

Lord Oranmore and Browne is
a leading Irish landlord and a
Senator of the Free State.

A few minutes after the wreck-
age had been cleared away from
Bidborough Corner there was an-
other accident at the same spot.
A motor omnibus skidded and ran
into a stationary private car.
No one was injured, however, in
this accident, and only slight
damage was done.

HANDSHAKE ENDS
DISPUTE.

PROPOSED STROLL ROUND
GOLF COURSE.

A strange story was told at
Epsom the other day when Charles
Wm. Edwards (43), textile manu-
facturer, Arlson Road, East Mole-
sey, was charged with demanding
by menaces from Charles Mar-
shall, butcher and commission
agent, Sutton, 340, with intent
feloniously to steal the same.

Mr. A. E. Lucy, prosecuting,
said in 1925 the parties made a bet
of £60 to £40 that Marshall would
not walk round Molesey golf links
twelve times in twelve hours, and
drop a ball in each hole. There
was no time limit for the perform-
ance of the bet, and prosecutor had
since been unable to undergo the
necessary training.

The men did not meet for some
time. In March or April at San-
down Park race meeting Edwards
saw Marshall, and said, "If you
don't pay me I will pay you. I
will bring the boys to Sutton and
create trouble"—a remark to which
considerable significance was at-
tached in view of the race gangs
which were known to exist.

On June 2, while Marshall was
in the grand stand at Epsom, ac-
cused came up to him and used
abusive threats and said Marshall,
"should have a punch on the jaw,
though he would not do it him-
self."

Prosecutor gave evidence, and
said he still considered the debt
held and was willing to go through
with it. The reason he had not
carried out the promise to see it
through by the end of May was
that his trainer met with an ac-
cident and he had been unable to
continue his training.

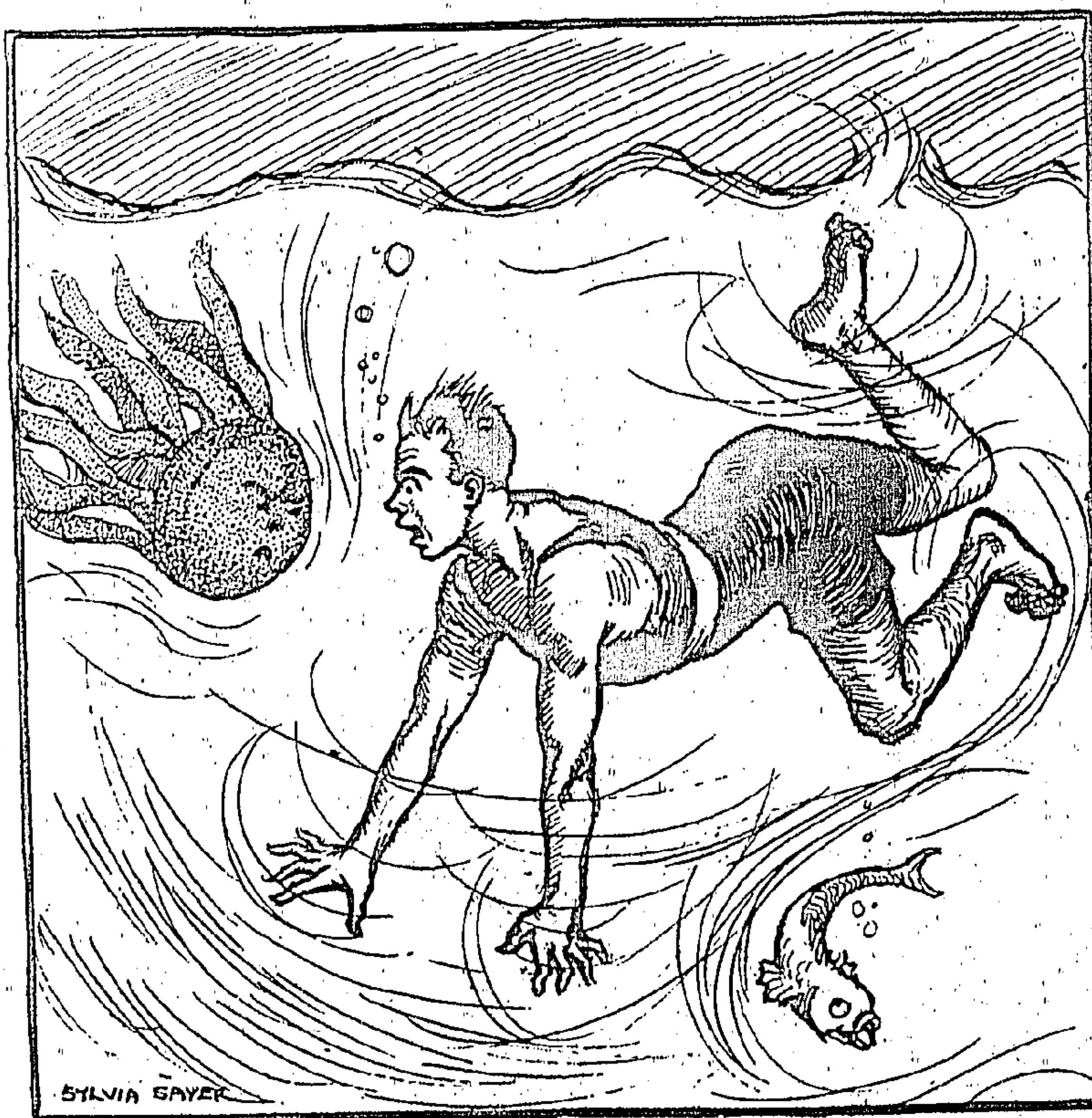
In cross-examination, he said
that in 1924 a similar bet was
made, which Edwards lost and
paid.

On the suggestion of the Chair-
man of the Bench the parties had a
private consultation, at which an
agreement was reached. All
charges and suggestions were
withdrawn, and the two men shook
hands.

"The largest family in the world
is the boast of a Munich father
who claims to have had 87 child-
ren. He, Scheinberg, married
twice. His first wife bore four
quadruplets, seven triplets, sixteen
sets of twins—69 children in all.
After the death of his first wife
he married again and had eighteen
more children."

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:—
1. Capital punishment. 2. The west coast
of Korea. 3. About 93,500,000 miles. 4. Per-
sons born within sound of Bow Bells. 5.
Veins are the tubes through which the blood
returns to the heart from the extremities of
the arteries, which convey the blood from the
heart to all parts of the body. 6. Dickensian
characters in (a) "David Copperfield." (b)
"Pickwick Papers." (c) "Dombey and Son."
7. Arundel, Sussex. 8. The tinkers' habit of
forming a little clan of common play round
the hole they were about to mend. Afterwards
it was discarded as useless. 9. A character
in Cervantes' "Don Quixote." 10. Dr. Alex-
ander Graham Bell. 11. July 1899; Louis
Blériot. 12. (a) The library at Wimborne
Museum; 1605; from the passage in Gen. III.
7. "They seemed five or six leaves together and
made themselves breeches." 13. The great
Carthaginian general, 247-183 B.C. 14. Black-
lead used in pencils, etc. 15. 70 or 80; 12
acres.



A REPULSE BAY RENCONTRE.

Entertainments

QUEEN'S

The Intriguing Story of
a Riotous Night in the
World's Gayest Capital

ERNST LUBITSCH'S

Dazzling Successor to
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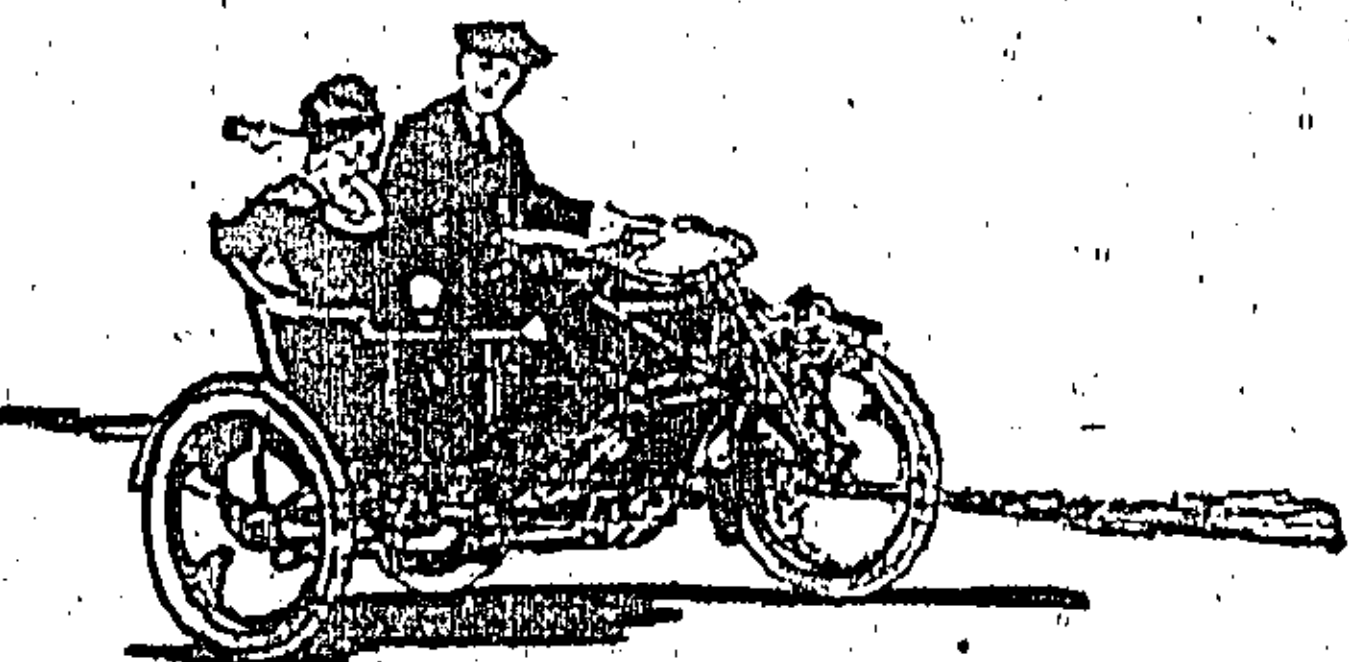
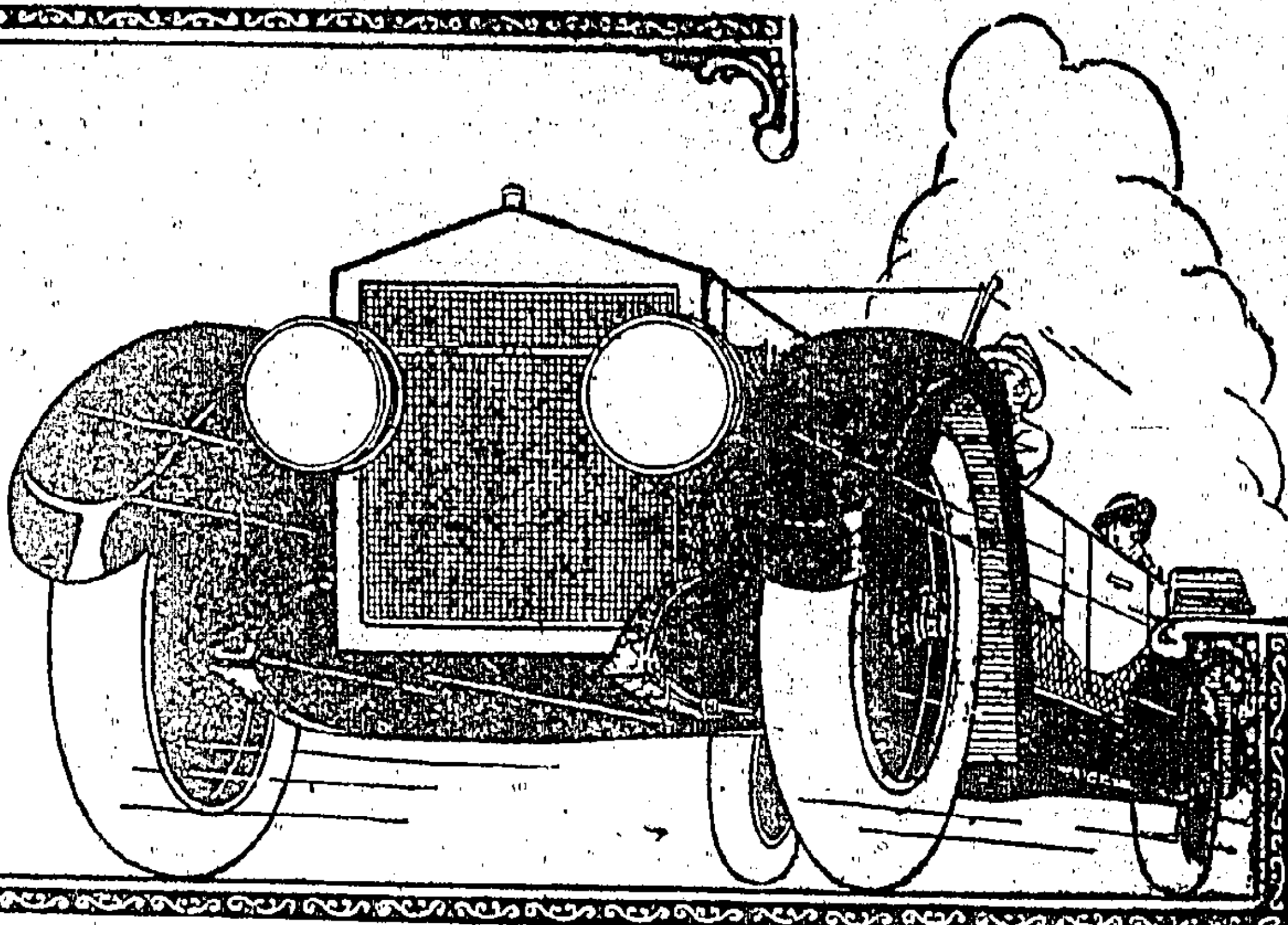
Blengino, the millionaire hotel-
keeper of Monte Carlo, was re-
cently sentenced to 20 years' im-
prisonment, with hard labour, for
the murder of his wife and young
daughter. This is the first mur-
der trial which has taken place in
the Principality of Monaco for 20
years. Blengino, who is of Italian
origin, went to Monte Carlo about
40 years ago as a butcher's ap-
prentice.

Far into the mountains of
Panama, where it is believed no
white man has gone before, two
American explorers have dis-
covered an ancient Indian temple.
George Williams and Wallace
Bain, returning to Panama after
months of work in the jungles,
brought solid gold trinkets, and
told of finding copper armour and
battle-axes.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 16th JULY, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Rolls-Royce Per Hour!

Hongkong's public hire vehicles certainly represent a wide variety of makes, and in the majority of cases, the cars are kept in good condition and are a credit to the Colony. The latest licence issued is for a Rolls-Royce, and we understand that it is intended to reserve the car for a somewhat select clientele. We do not know what rates will be charged, but we believe that there will not be very much difference between the ruling charges for seven passenger vehicles. The venture is certainly novel, and it would be interesting to know if such expensive cars are employed in hire service in any other part of the world.

Charabancs.

It is rather surprising that charabancs have not made their appearance in Hongkong. Such vehicles should do quite a good business all the year round here, the only objection we can see being the absence of covering. People do occasionally take a trip on the top of a tram car merely for the purpose of a "blow," and if charabancs provided tours round the Island by night, we imagine they would find satisfactory support.

Roadside Parking.

One of the troubles which has arrived with the Summer season, and which can be safely characterized as a very real danger, is the manner in which cars are parked at all kinds of places along the Castle Peak Road, apparently with no thought as to the safety of the parking places, either for the cars or for other users of the road. A trip along the road on most afternoons will reveal cars parked on corners and narrow parts, taking up so much space that there is not sufficient room for two cars to pass at some points. During the week-ends this practice is greatly increased because there are so many more people afoot. To some extent this is undoubtedly caused by the number of matsheds which are rapidly being built on all available sites along this road, and quite naturally the owners like to drive straight to their matsheds and leave their cars there. They should however take into consideration the fact that other road users should be thought of to some extent, and it is to be hoped that these motorists will do their best to park cars at places where no obstruction of the road will be caused, even though it means a short walk to their matsheds. The worst feature of this practice is the method of leaving cars just on, or round, really dangerous corners, so that two vehicles, moving in opposite directions, are liable to collide if they happen to meet on a corner with is so obstructed. It is pleasing to note that a number of cars are parked off the road, and these people set an example which the others would do well to follow.

Po Hing Cross Roads.

Kowloon motorists will have noted that there is no longer a policeman stationed at the Po Hing Theatre cross-roads to direct traffic, and his absence does not seem to have rendered this vicinity any the more dangerous. At any time there was seldom any traffic coming from the side streets, the main flow being up and down Nathan Road. The only way in which the removal of the traffic policeman from these cross-roads has affected the vicinity is that it is more difficult to drive through the large crowd of Chinese who habitually wander round this spot in the evenings with their usual sang froid for motor traffic. Previously the policeman's main

use was in controlling the pedestrians but now this is left entirely to the motorist, so far without any accidents. During the evenings, however, a motorist needs to pass this spot with the greatest caution, especially when buses have stopped on the side of the road for taking up or disembarking passengers. The time will probably come, with the further development of road schemes and Kowloon Tong, when these cross-roads will carry a much larger volume of traffic, when probably the lighthouse and white dots, (as per Pedder Street) will be made use of for guiding the unwary.

Dangerous Cycling.

It was interesting to see that a Chinese was summoned and fined at the Central Magistracy by Major Willson for riding a cycle on the wrong side of the road near the Wing On Company, and the Kowloon traffic police might take a line from this prosecution and make a clean up in Kowloon. The cycle nuisance is one that is growing and is one that should be attended to. The chief trouble seems to be that Chinese can hire a cycle for a few cents, and are allowed to take it on the road no matter whether they can ride capably or not. It is no uncommon thing to see learners, held upright by a friend, learning to ride in all parts of Nathan Road whether traffic be heavy or not at the time, and nothing is more disturbing to a motorist following such a cyclist than to wonder which side the rider is going to fall, for a Chinese learner invariably falls off when he is overtaken by a car or motor cycle. Also apparently Chinese cyclists know nothing of the rules of the road as is evidenced by the fact that many draw into the centre when a vehicle coming behind gives warning. When a license for a motor cycle is issued the prospective driver is tested, and if he is not efficient a learner's license is granted, yet apparently anyone can take out a push cycle and ride it in the most dangerous manner without any effort at control by the powers that be. It is not suggested that all cycle riders should be tested before they are allowed on the road, as this would obviously be an almost impossible task, but the police could do a useful work by keeping their eyes on these men and weeding out the untrained.

Road Repairs.

Generally speaking Kowloon Roads are too good to complain of, but it must be admitted that Salisbury Road, from the Star Ferry to the corner of Nathan Road is sadly in need of attention and appears to be developing new bumps and jolts rapidly. It is about time something in the nature of repairs were commenced, before this stretch deteriorates much more. Further along Salisbury Road, on the sea front there are several manhole covers which have been set below the level of the road, in one or two instances, they are several inches below the level. These cause a nasty jar when they are ridden over, and it does not seem unreasonable to suggest that these should be set at the road level thus eliminating some of the buggars of motoring on the Peninsula.

SERVICE CONGESTION.

While there was one station in the United States to every 875 automobiles five years ago, the number of this type of service station has increased so far that there is one for every 30 cars at present.

KNOW YOUR CAR.

Can You Identify It?

Could you identify your car if it had been stolen and later recovered by the police? Most automobile owners say they can, but the police prove time and time again they cannot. As a matter of fact most car owners depend for identification on some scratch on the body or some broken screw in the chassis. They do not stop to consider that models in ten thousand lots are being turned out that differ very little from each other and that by the time a thief has run a stolen car through his "service station" it would puzzle the most careful owner to identify his car.

The only safe method of placing identification marks on a car is to place them all on major parts of the mechanism, such as stamping punch marks on the various units and then rubbing them over with grease until they are as nearly indistinguishable as possible. All such marks should be put in place where they will not readily be discernible. Another clever idea is to bore a few small holes a mere fraction of an inch into the framework at a given place carefully measured from a permanently located mark. Then fill these holes with lead and smear the spot well with grease. If there comes a time when it is necessary to identify the car, it is a simple matter to measure off the proper distance, scrape a little lead off and prove ownership of the car.

NEW 8 CWT. VAN.

Clyno Production.

Rootes, Ltd., of Devonshire House, Piccadilly, London, W.1, who are sole exporters of Clyno cars, announce a new Clyno introduction in the form of an 8-cwt. Van. Although the chassis employed in this vehicle closely follows the design of that which, in the form of a touring car, has achieved such an immense vogue both at home and overseas, it has been specially designed for commercial purposes, and particularly for the withstanding of hard wear and tear. A special frame, designed for an unusual degree of rigidity, is used. The wheel track is 56 in., and the capacity and cooling area of the radiator have been increased so as to ensure that there will be no likelihood of boiling even under the most strenuous of road and load conditions. The body-work of the new vehicle—which is of very taking appearance—is adapted to all kinds of commercial purposes.

MUFFLER COMPETITION.

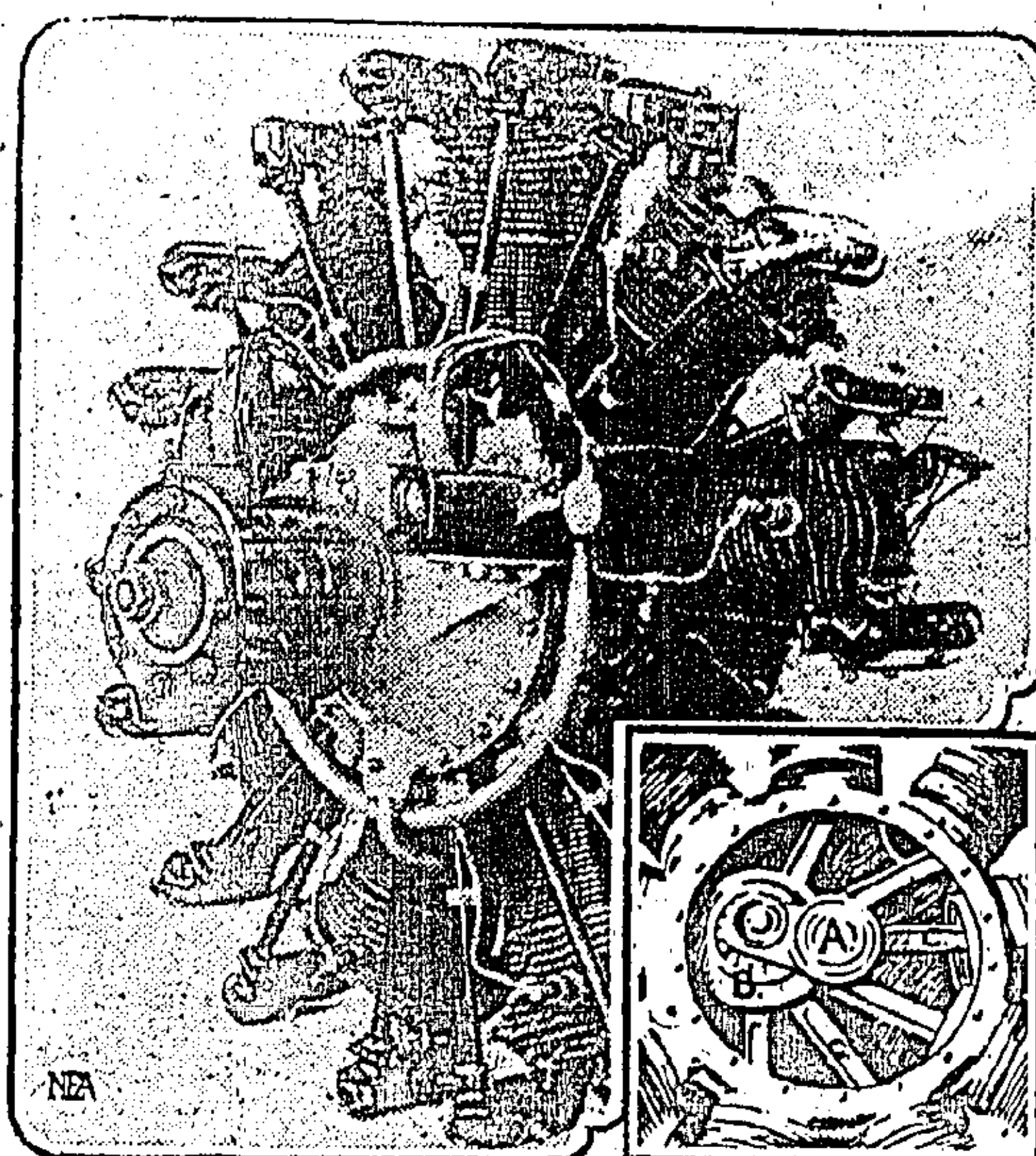
In Pursuit of Road Silence.

The interest created by the £100 Silencer Competition for devising a new type of silencer suitable for a model "P" Triumph Motor Cycle exceeded all expectations. The competition is now closed, and the judges are considering and examining, in accordance with the governing conditions, the 160 silencers which have been received by the Research Association at Chislewick, London. A considerable amount of work will be entailed before the judges can arrive at their decision. In the meantime it will be recalled that the Triumph Cycle Co., Ltd., of Coventry, who have done so much pioneer work in the past, and whose machines find favour throughout the world, has offered, through The Motor Cycle, prizes of £100, £50 and £25.

LINDBERGH'S FAMOUS MOTOR.

Air-Cooled, Radial Type.

(Special Report for The Hongkong Telegraph by Israel Klein.)



This is the Wright Whirlwind motor which took Captain Lindbergh to Paris. Inset shows details of crankcase, A, the crankshaft; B, "mother bearing;" C, piston rod.

The motor that speeded Captain Lindbergh and his airplane across the American continent and the Atlantic in three giant hops is the latest development in aviation.

Simple as it is, it has caused a revolution in airplane design. Its remarkable success in making a trip of more than 6,500 miles, at a pace of 100 miles an hour and without a hitch, is bound to make a profound impression on future aviation.

The engine is what is called an air-cooled, radial motor. The one Lindbergh used was a Wright Whirlwind, made by the Wright Aeronautical Corporation, a pioneer in this type of engine design. Two essential facts make this motor different from others. First, it is air cooled. Second, and more significant, its nine cylinders are arranged in a circle around a crankshaft with only one throw.

More Efficient Type.

This arrangement makes the motor more compact, lighter and more efficient than the V-type engines formerly used in airplanes and similar to those now run in automobiles.

The whole engine weighs only 508 pounds, yet it can develop 250 horsepower, a remarkable achievement for such a small motor.

The crankshaft of this motor, unlike those of the V-type or "in-line" engines we know, has only one "throw," or crankpin, just like one of a single cylindered motor. It is therefore short and reaches directly out to the double-bladed propeller which is whirled about by the engine.

The single throw carries what is called a "mother bearing," which is made so that it can whirl about the crankshafts, once to each series of power strokes of the entire engine. Attached to the "mother bearing" are the piston rods, which lead to the pistons in the nine cylinders. Each rod is placed on a bearing of its own within the "mother bearing."

Cylinders Hit in Order.

As a power stroke occurs in a cylinder, the piston pushes the "mother bearing" away from it. The next cylinder takes up this power and gives the "mother bearing" another push. And so the power explosions go on in order around the circle of cylinders, with the "mother bearing" pushed around as fast as the cylinders explode.

The whirling motion of the "mother bearing" on the crankpin turns the crankshaft and thus whirls the propeller at the front of the plane.

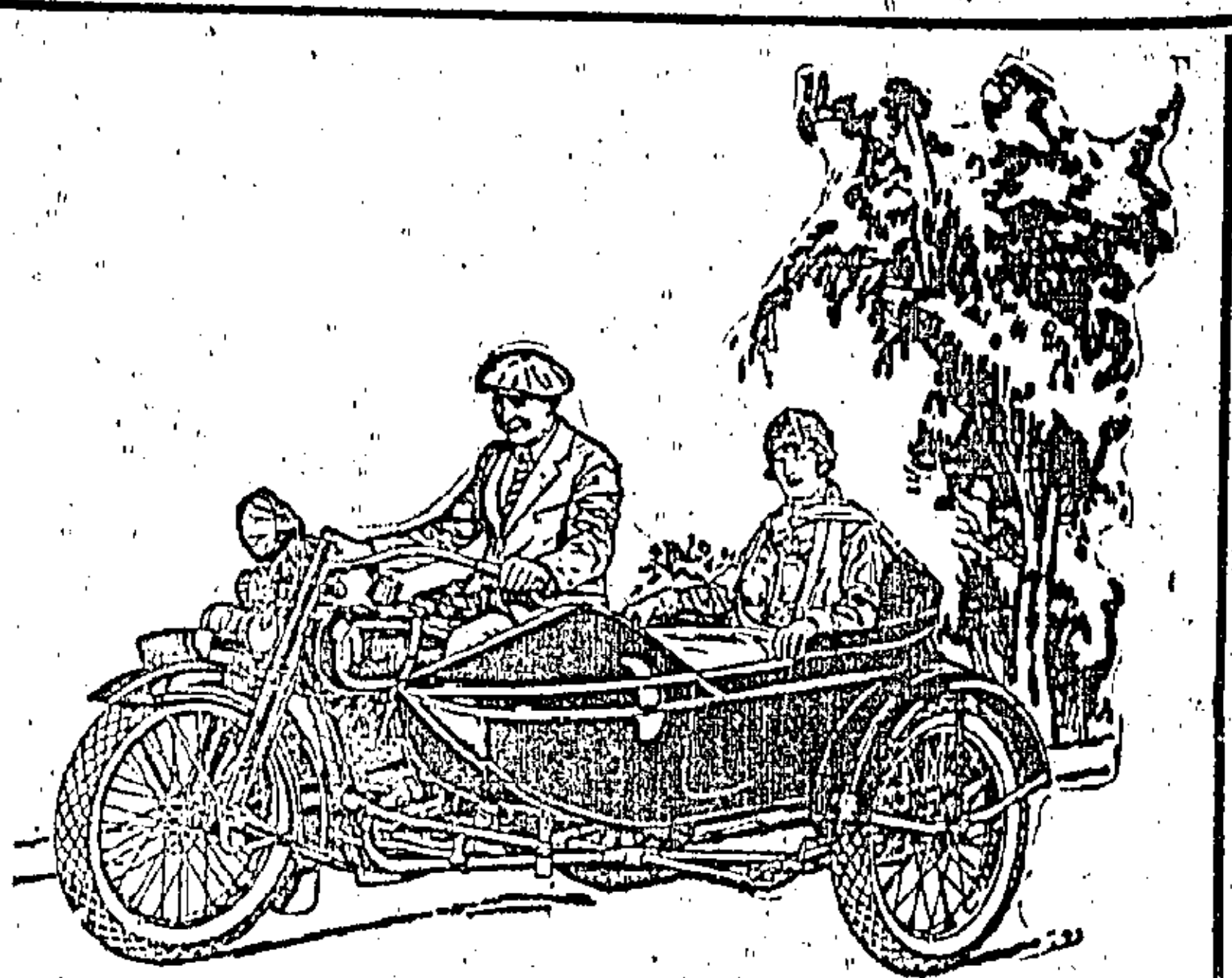
Each cylinder is exposed, with thin fins lining it so as to radiate its heat as fast as possible. That makes it unnecessary to cool the engine with water. Lack of water for cooling reduces the weight needed in the power plant of an airplane, including not only that of the water itself, but the radiator, water jackets and connexions.

In addition, the parts of the engine are concentrated about a centre in so simple and compact an arrangement as further to reduce weight and aid in the lifting and carrying power of the engine.

IF WISHES CAME TRUE.

I wish I was a traffic cop.
I'd make each road a one-way hop.
And I'd see that those who dream and stop
In middle of the street.
I'd straighten out all traffic jams.
Give buses preference 'round of jams.
And also then all for fire and brass—
My nearest would be best.
But taxicabs who 'dunk pell-mell'
I'd friction with a silent yell.
Still—though my duty might be swell—
Perhaps, I'd get fat free.
I wish I owned a service station
Fourteen stories high.
I'd friction with a silent yell.
When I tell you I'd try
To earn your earnest attention
Giving you the kind
Of service I can't find;
And I've searched till I'm blind,
So you may live in expectation:
When I cannot say,
Of being charged, some day,
Flat rates that you can pay.

That won't look like some new taxation.
All I need to start
A million. So my part's
Quite easy. One your heart's
Subscribe it. Why this hesitation?
I wish I was a car designer.
I can imagine nothing finer
Than sitting in a padded chair.
And drawing pistons here and there.
I think I could improve—oh! lots—
On every car, by placing dots
Upon the plans where now are dashes.
And strengthen chassis with ink splashes.
The car I'd plan would be a hammer;
Should never bend (except in summer).
And run on Rheingraben mixed with water.
Or maybe ice. (The word is shorter).
I have a scheme. A manifold.
But stay, if all my plans were told
You might steal thoughts that really mine
are—
And so become a car designer.
(Sydney Sun). G. LADES—VILLE.



We are pleased to announce that we have received another shipment of Harley-Davidson motor cycles by the s.s. "Empress of Asia" on June 28th.

The shipment comprises—

COMBINATIONS

BIG TWIN SOLOS

and the famous—

HARLEY SINGLES.

Side by side and overhead valve models.

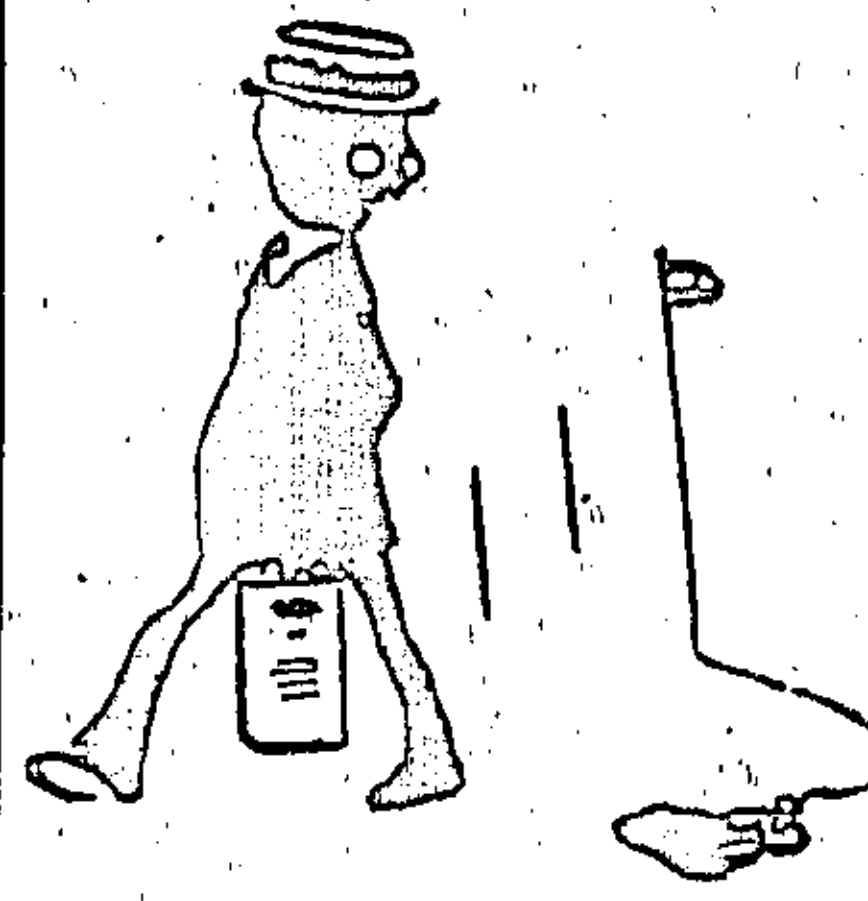
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Established
Reputation is
What You Want
in a Lubricating Oil.

When you buy merchandise of any sort—a pipe, a golf ball, or a hat—isn't it true that you always look for the maker's name before you ask for the price? The sight of a good name breeds confidence at once—means more than a few pennies saved.

Of the hundreds of motor oils on the market to-day, the name Mobiloil stands out for the certainty that only established reputation can assure. All over the world, Mobiloil quality and dependability have won unqualified confidence and prestige.

Mobiloil is made by a Company that has specialized in lubricating oils for more than 60 years. The Mobiloil Chart is endorsed by 609 automotive manufacturers. Mobiloil is used by three out of four motorists. These are statements no other oil company can make.

If you attempt to judge a lubricating oil on a technical basis, you need the training and experience of both, chemist and engineer. How much simpler it is to select an oil by its reputation and good name. Whatever the make of the car you drive, wherever you are, look for the Gargoyle Mobiloil sign—and be sure.



Make the chart your guide

VACUUM OIL COMPANY, HONGKONG.

Lead the way on a B. S. A.

A mount
you will
be proud
to
own



B.S.A. reliability has been proved beyond all question by outstanding success gained in open competition. 1927 B.S.A. Motor Bicycles are the greatest motor cycle value in the world, embodying every modern feature and every part maintains that high standard of quality for which B.S.A. is world-famous.

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MEN!

When you buy a necktie or a shirt
you don't go to a ship chandler.
So when you buy a Motorcycle why
don't you go to a firm who

**SELL THEM
SERVICE THEM**

and are able to give you the spares needed.

**WE SELL
WE SERVICE
WE HAVE THE SPARES.**

Our line is the best in Hong Kong.
Quarter Down, Balance To Suit Buyer.

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INDIAN

TRIUMPH

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BRANCIS BARNET

Motor Cycle Accessories. in Stock.

Alex. Ross & Co. (China), Ltd.
Prince's Building. 2 floor, Ice House St. Entrance

BETTER ROADS.

Efficient Motoring Roads at an Economical Outlay.

Road improvement is so much the question of the hour in nearly every country in the world that every citizen, and particularly motorist, ought to have some knowledge of the comparative value and durability of different types of roads, and of the different machines which are used for making them.

In the old days roads were made almost entirely by hand. The steam roller was introduced during the last century for consolidating them, but apart from that even the breaking up of the stone was for many years done slowly and laboriously by hand. But labour was cheap in those days and the wear and tear comparatively small so that a road, when thoroughly repaired, did not require further serious attention for many years.

But present day conditions are very different. The demands of motor traffic involve much greater outlay for road maintenance alone, while much additional expenditure is necessary for widening and improving to meet modern conditions. The responsibility of the road builder is vastly increased. Every member of the community is his critic, and blames him freely, while motoring over the roads, either for the poor surfaces provided, or for what he considers the wasteful way in which repairs are carried out.

Vast sums are spent on the roads and vast economies can be introduced by use of the right materials and methods including:

1. The employment of the right method of construction to suit the traffic.

It is obviously wasteful to make a road which is too good for the traffic it has to carry, but it is even more wasteful to make one which is not good enough because it quickly breaks down or disintegrates under the heavy loads imposed upon it and the whole work has to be done again.

2. The employment of suitable machinery.

Labour charges take up far too large proportion of road maintenance costs. Great economies can be effected by the efficient use of plant which will do work much faster than hand labour and more efficiently and thoroughly.

3. The use of reliable and suitable materials.

In particular may be mentioned the risk when laying tar macadam that the material concealed by the tar may be, not durable road metal, but inferior rubbish which soon breaks up in use.

Another easily avoidable source of failure is when the old road surface is not properly cleaned of dust and dirt beforehand, obviously the binding material cannot hold the new surface layer to the old road if dust intervenes and early failure is to be expected from work carried out in this way.

For very heavy traffic where expenditure must of necessity be high the use of concrete foundations, with asphalt, wood blocks, or stone setts for a surface layer, is generally recognised as the best possible construction. Concrete by itself is not proving in practice to be so durable for a surface layer as the more elastic and tenacious bitumen and asphalt compounds.

But it is for the millions of miles of secondary roads, and country roads where economy is necessary but where some protection against the wearing effect of motor traffic and wet weather conditions is so essential, that the difficulties of the road engineer are most acutely felt. Asphalt mixing machines, concrete mixing and distributing plant can

be used for the expensive roads. Road rollers, either steam or motor according to conditions, are obviously essential for building any type of road which includes road metal, but the question which perplexes road surveyors and engineers in many countries is the choice of an economical yet durable method of building the great lengths of less important roads, and the selection of suitable plant which will at once speed up the work and economise labour.

One solution of this problem is afforded by the Fowler Road Spraying and Resurfacing Plant built by Messrs. John Fowler and Co. (Leeds), Ltd., of Leeds. The framework and motive power on which the plant is built is the ordinary steam roller so that the main part of the machine is that which a road maker must in any case have available for his work. The rest of the equipment consists of machinery for spraying tar and bitumen compounds evenly and at high pressure, and a hopper which distributes grit or stone chippings immediately afterwards.

The plant has two chief uses:—
(a) for surface spraying the existing surface with binding material and stone chippings.

(b) for resurfacing worn roads on the penetration system.

Surface spraying work is a necessary operation on all roads which have been already treated with binding material in order to preserve their surface and give them a new wearing coat. It is also applied with success for laying the dust and preserving the surface on waterbound macadam and even on gravel roads.

The feature of the Fowler plant is that the binder is sprayed at high pressure evenly all over the road and the stone chippings are spread at once over it. The stone falls on the binder while it is still hot and adheres firmly to it, while the whole operation is done simultaneously.

The roller on which the plant is carried, runs back after each spray and consolidates the freshly laid stone and binding material into a firm and durable new wearing surface. The speed of work so far surpasses slower methods of operation that with proper organisation more than a mile of road 18 feet wide can comfortably be completed in a full day's work with a staff of only 5 men.

The same plant is also used for remaking worn roads on the penetration system. The new road metal is spread dry and afterwards coated with binding material by the spray from the machine which owing to its very even distribution and the high pressure at which it is forced right through the layer of stone, is far superior in its results to hand labour.

Such plants are not only being taken up in Great Britain where the condition of the roads has already attained a comparatively high level. They are also finding increasing favour in countries where road development is more backward, such as Ireland, India, New Zealand, South Africa, New South Wales, Victoria, South Australia, Kenya Colony etc.

In such countries the wide versatility of the plant is much appreciated. With surface spraying, remaking of worn roads on the penetration system, scarifying, consolidating foundations for new roads, or ordinary water bound macadam work, they can always be made employed and carry out nearly all the varied duties required by a road surveyor to-day.

RESULT OF RESEARCH.

Millions of Dollars
Saved.

America's motoring public saves millions of dollars annually because of studies of the United States Bureau of Standards which have resulted in the conservation of gasoline, oil, tyres and other important accessories.

Dr. Fay C. Brown, assistant director of the bureau, estimates that as much as a billion dollars a year saving is the bureau's contribution to the American public, a large part of it going back to motoring.

The saving in gasoline by the virtual removal of fabric tyres from the market alone amounts to \$10,000,000 annually, says Dr. Brown. A co-operative study by the bureau and tyre manufacturers showed that smaller horse-power is required for propulsion of a cord tyre-equipped car than for a similar car equipped with fabric tyres.

Brake Bands Improved.

An improvement in brake linings, making them 20 times as valuable as the best five years ago,

is responsible for another saving of \$30,000,000 annually.

There is a probable saving of \$100,000,000 more a year in gasoline as a result of the co-operative fuel research that has been carried on for several years, according to Dr. H. C. Dickinson, also of the Bureau of Standards.

From the results of these researches it was concluded that the number of car miles per gallon is not dependent upon the volatility of the fuel nor that the heaviest fuel that can be used is the most economical.

Find Best Fuel.

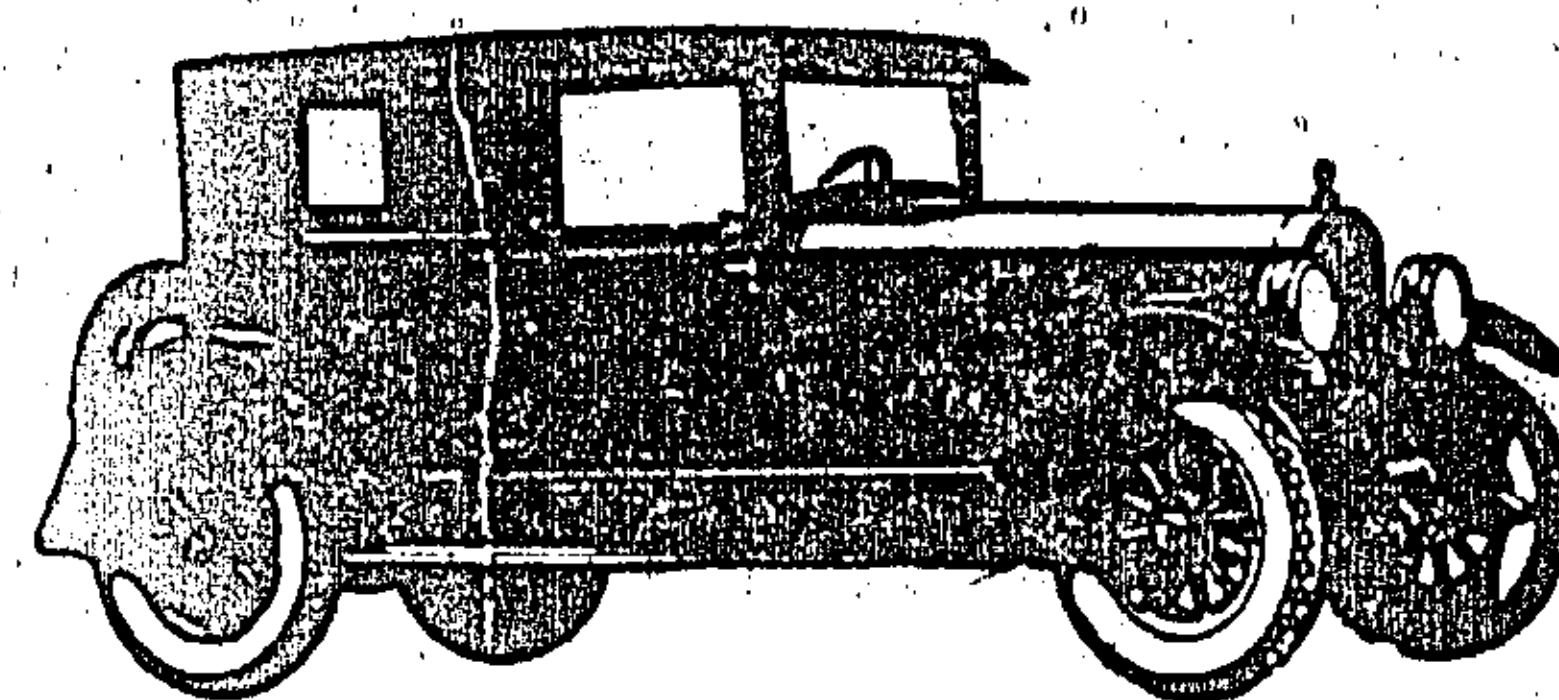
Investigators also found that dilution of oil in the crank case is greater the heavier and less volatile the fuel is and that small differences in initial volatility of the fuel have a large effect on engine starting.

It was decided that, while economy dictates the use of as heavy a fuel as possible, a practical limit in this respect is set by the dilution of the crankcase oil and the difficulty of starting. Therefore, a careful study of oil dilution was conducted for nearly two years.

This conservation of fuel has kept the price of gasoline from advancing materially despite the tremendous increase of automobiles during the past few years.

HUDSON-ESSEX

With the Patented and Exclusive Super-Six Advantages



World's Greatest Value and Largest Selling "Sixes"

The low prices which have made Hudson and Essex famous have largely been achieved through the simple process of using inventory materials quicker, and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree. So quickly are materials consumed in the unusually efficient manufacturing processes of the Hudson Motor Car Company, that the public actually goes riding in Hudson and Essex cars before the commitments for most of the raw materials are due for payment.

ESSEX SUPER SIX MOTOR CARS.

Touring	5-seater	G\$1,150
Coach	5-seater	G\$1,150
Sedan	5-seater	G\$1,250

HUDSON SUPER SIX MOTOR CARS.

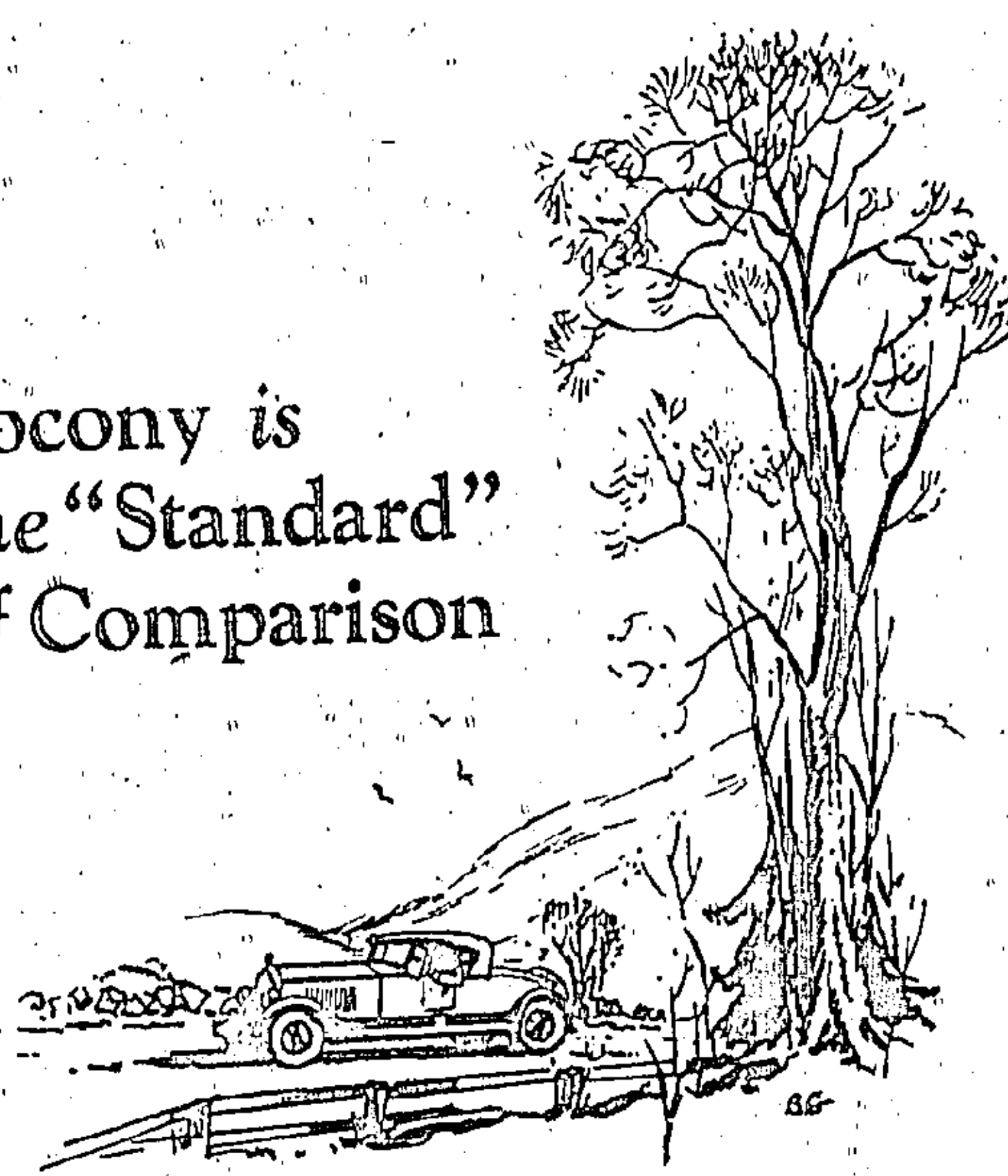
Touring	7-seater	G\$1,600
Coach	5-seater	G\$1,775
Sedan	5-seater	G\$1,880
Roadster	2-seater	G\$1,890
Brougham	5-seater	G\$2,080
De Luxe Sedan	5-seater	G\$2,270
De Luxe Sedan	7-seater	G\$2,375

The above prices are for delivery at your door in Hong-kong or Kowloon. All prices subject to change without notice.

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This is why Socony is the "standard" of comparison.

And Everywhere in the Orient Socony Gasoline and Socony Motor Oil are Uniform in Quality, Best in Results.

STANDARD OIL CO. OF NEW YORK

SOCONY Gasoline & Motor Oil

CITY SEES COUNTRY.

A check of Ohio traffic shows more than 87 per cent of the state highway traffic was made by city residents. In Vermont more than 89 per cent of cars on the country highways are city owned.

HORSES MUST PAY.

Horse drawn vehicles in Germany can't escape paying for the good roads laid down in this motor age. In Saxony both motor and horse vehicles are taxed, the latter paying twice as much as the former in 1924.

INCREASED OUTPUT.

The first quarter of 1927 showed an increase of 18.7 per cent in automotive production, over that of the same period last year. That excludes the figures for the lowest priced car.

BROOKLANDS GREAT EVENT.

The Six Hours' Endurance Race.

The results of the Six Hours' Endurance race held at Brooklands on May 7th are of interest to every car owner and potential owner. It was a race confined solely to standard touring cars—exactly of the same type as built by the respective manufacturers in the ordinary course of business. No specially built racing cars were allowed to compete, hence the great value of the race as showing the capabilities of the standard car when driven at high speed over a considerable period.

The first place in the race, i.e., the greatest distance covered, was secured by Mr. George Duller, the well-known steepclimb jockey, driving a standard Three-litre four-seater Sunbeam. In the six hours this car covered 385.9 miles, an average of 64.3 miles per hour. This is an exceptional performance, but one which might be expected of a car which has been aptly described as "the most wonderful car in the world." The two valuable trophies, the "Barnato Cup" and the "Pass and Joyce Cup," the first awarded for the greatest distance covered in the race, and the second for the greatest distance covered by any car with an engine not exceeding 3,000 cc. capacity, were both secured by the Sunbeam.

As the Three-litre Sunbeam is a perfectly standard model, the Sunbeam Company is in a position to give prompt delivery of cars identical with the one which proved so successful in this great Brooklands event.

MORRIS MONEY.

Million Profit in Year.

CAREFUL FINANCE.

During 1926 Morris Motors (1926), Ltd., made a profit on trading and interest of £1,001,634. After providing for depreciation of assets, the profit was £925,741 and interest £75,892.

This profit was earned despite a huge disturbance of trade and a change of model.

Dividends were paid on preference shares, but the directors did not recommend a dividend on ordinary shares in the company.

They consolidated their position by writing off preliminary expenses of forming the company, £150,858, transferred £375,000 to reserve, and carried £30,853 to next year.

RELIABILITY OF THE CAR.

It Cannot Run Forever.

[By Charles S. Clancy.]

It is wonderful what hard treatment can be endured by the motor car. It is wonderful what little mechanical aid is necessary to make the car run.

Yet with hard treatment and very little mechanical aid the car is likely to stick you up at the most unexpected times. Periodical attention at the right times will overcome any inconvenience which is suffered by the motorist who neglects his car.

There are drivers who are really surprised at the excellent service which their cars give them on little or no attention.

Their boast is that they have never put a spanner on the old bus. Never had any necessity to interfere with the works because the car has never given any trouble.

Perhaps they have not had any trouble with the car, but it would probably be surprising to know of the little inconveniences which they suffer in their quiet moments. One motorist who is among the drivers who boasts of his car's excellent performance often leaves it out in the weather all night.

After he has dropped his friends, who have heard of his wonderful car, he often has to abandon it outside the garage. A stalled engine prevents him from going any further. A flat battery means hard work, and instead of starting up to garage his car, he prefers to leave it to the mercy of the weather to rust and generally become dilapidated.

For days it remains out in the weather untouched until he decides to take it out again. It is reversed down hill with assistance, and in gear the engine is started.

Then you will hear this driver say it is a wonderful car. "It's marvellous how it goes."

All things considered, it is really marvellous how it ever goes.

Drivers who get this kind of satisfaction from driving a car are indeed easily pleased. The

recharging of the battery would relieve this driver of the difficulty in starting, and would ensure the proper housing of the car.

Such ill-treatment of the car is hard to understand, as most drivers treat their machine with the same kindness and affection as they would display towards an animal.

Eventually they are forced to give the car proper attention and have the defects which they have suffered remedied. Why not give the car immediate attention, and so obviate any difficulties which might occur?

The idle boast of the man who never experiences difficulties with his car is not going to get him very far. All that is demonstrated by his inattention is that it is remarkable what a motor car will stand when put to the test.

Proper treatment of the car is an essential. The car will certainly stand a good deal of knocking about, but the ill which are slowly mounting will cause a complete breakdown eventually.

Periodic overhauls of the vital parts should be made, not only to give satisfaction in operation, but to ensure safety for yourself and other cars on the road.

Once you know your car, its lubrication and the parts to be tightened up, it is only a matter of a few hours work to bring about the perfection which should always be the feature of your car.

There is no comfort in motor-ing in a car which has not got your complete confidence. To persuade yourself that the car is a wonder is deceiving yourself and your passengers.

Sooner or later a complete breakdown will place you in the ridiculous position of not being able to land the car at its destination.

Every driver should try to avoid this by attending to his car. He will feel then that he has not been entirely responsible for what happens after.—*Sydney Sun.*

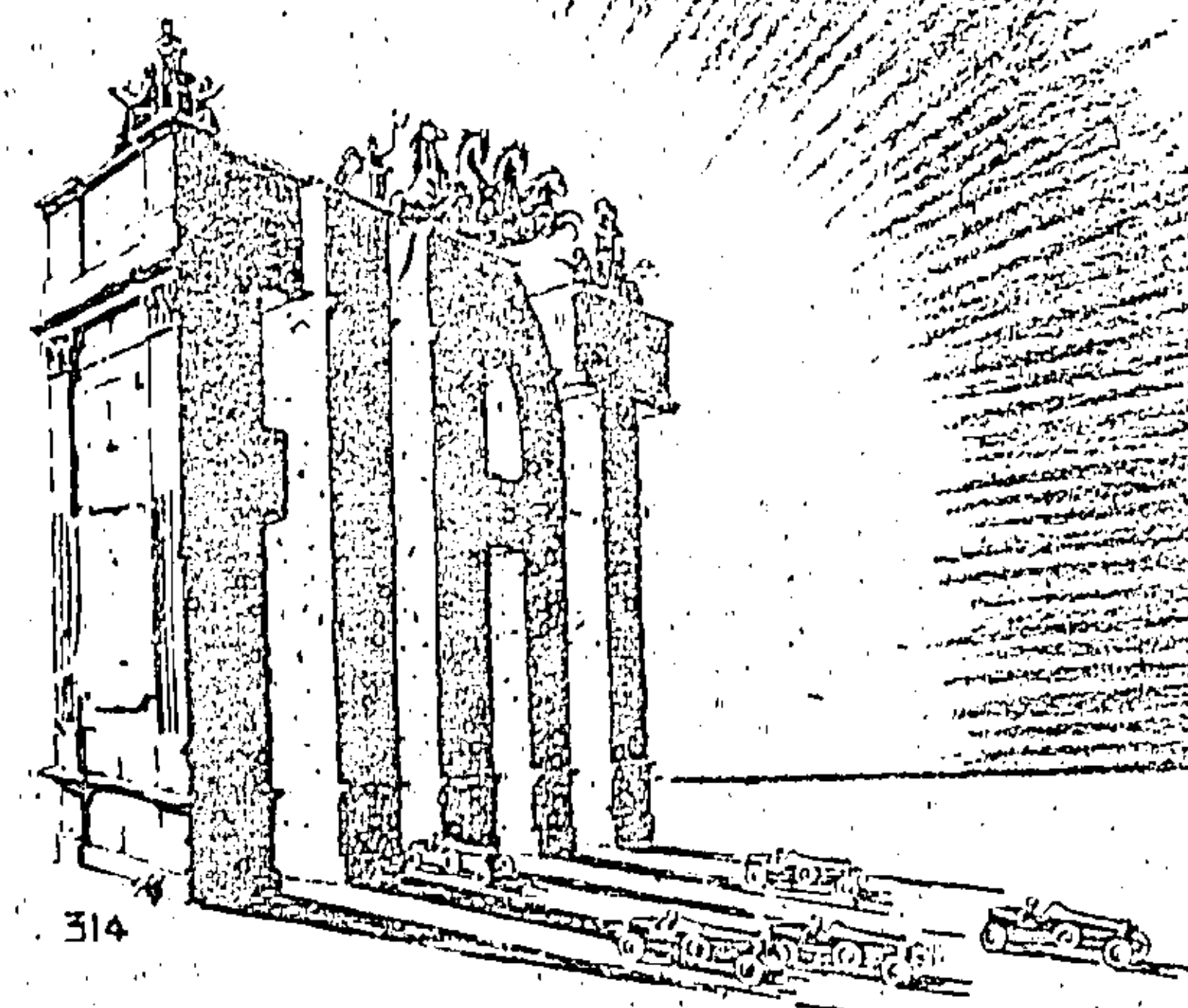
Clyno Cars For Value

Horse Sense more than Horse Power

It's all right to talk about Horse Power, but Horse Power isn't everything—unless it's the right kind of horse!

A dray horse is a powerful brute, but it's a case of "brute strength—and colossal ignorance!" Whereas a hunter or a race-horse can show equal stamina and almost equal power—and heaps more "sense" in applying to the last ounce the strength it possesses. So with the Clyno; its rating is almost a misnomer when it is compared with others in the same class—simply because it excels in that peculiar and unique ability to multiply its own strength by clever adaptability. "The 11 H. P. Clyno embodies many new and exclusive features which can only be found on the Clyno." It will PAY you to make enquiries. There's a Catalogue and interesting literature available. A p.c. will bring them to you.

England's first—truly fine small Car.
LANE, CRAWFORD LTD.
SOLE AGENTS.



The Triumph of The FIAT.

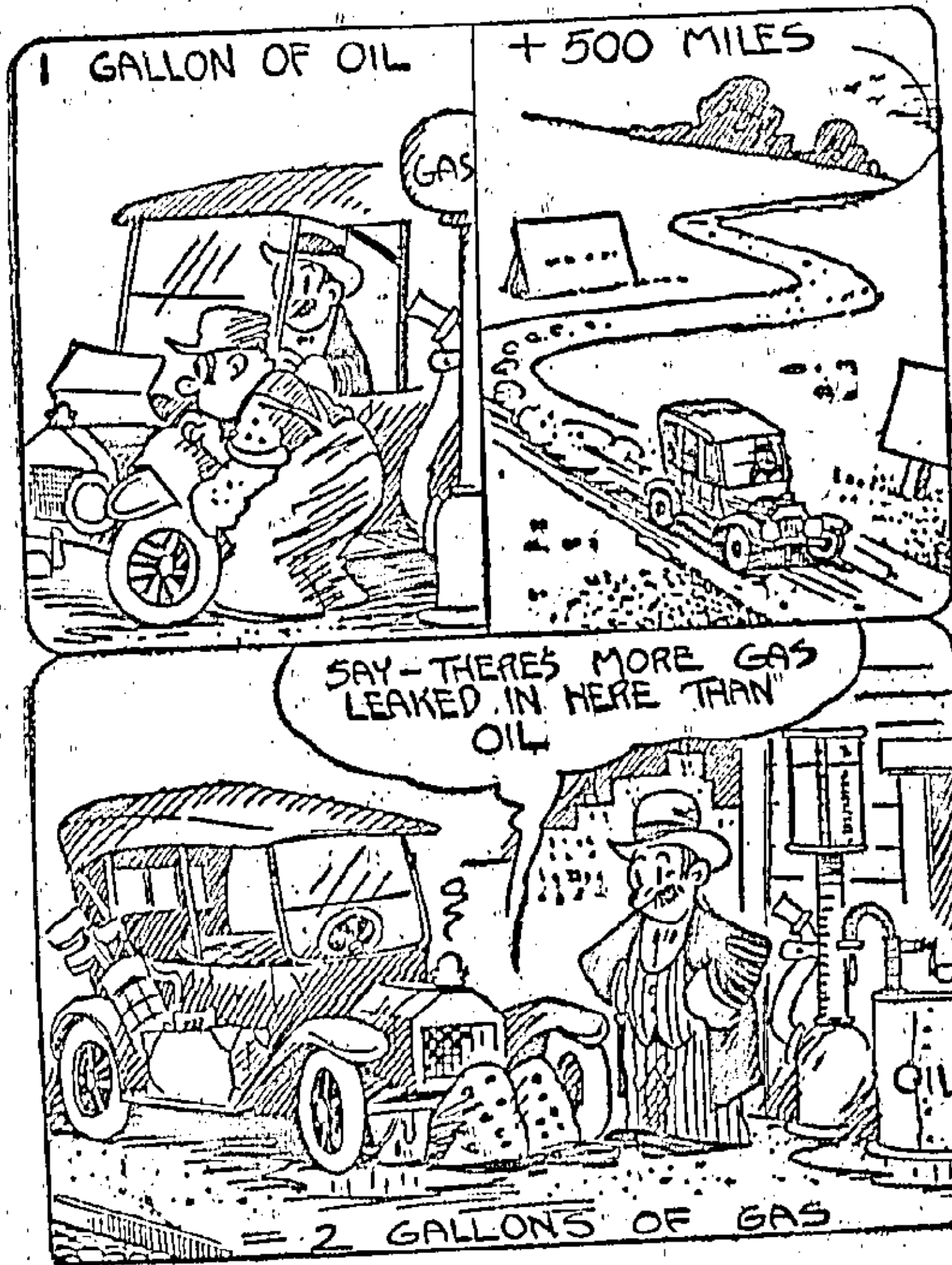
in the Italian Thousand Miles Race, and the race for the Lake of Garda Trophy.

1st, 2nd and 3rd
Places won by FIAT 509

The "509" and other recent FIAT models can be seen at the new FIAT Showroom, 67, Des Vœux Road.

Sole Agents for Hongkong, Canton and Macao
800, ITALIANA, IMP. ESP. ESTREMO ORIENTE, LTD.
Managers:—A. GOEKE & COMPANY.

China Building 3rd Floor, Telephone C. 2221.



VARYING MIXTURES.

How to Obtain Best Results.

[By Israel Klein.]

The rich mixture on which the car has been running over too winter, won't do for summer.

It is liable to cause pre-ignition, carbon deposit on pistons and cylinder heads, pitted valves, steaming water in the radiator and loss of power on the part of the engine.

The warm summer, long trips and rare atmosphere we meet on a mountain voyage, require the adjustment of the carburetor for a lean mixture of less fuel and more air.

The obvious evidence of a rich mixture is black smoke issuing from the exhaust.

Another indication is the slowing up of the engine when the throttle is wide open, and its speeding up when it is partly closed.

Also, if the auxiliary air valve of the carburetor is opened, the engine will speed up. And when

idling, the engine will gallop, rather than run smoothly.

The best way to get the proper mixture through the carburetor is by making the adjustment after the engine has warmed up and while the car is in motion, that is while the engine is under load.

In that event, the engine may be run at an average speed with the spark slightly retarded. The car should be stopped and the adjustment screw on the carburetor turned until there is popping in the carburetor. The screw should be turned back slightly and the car driven again.

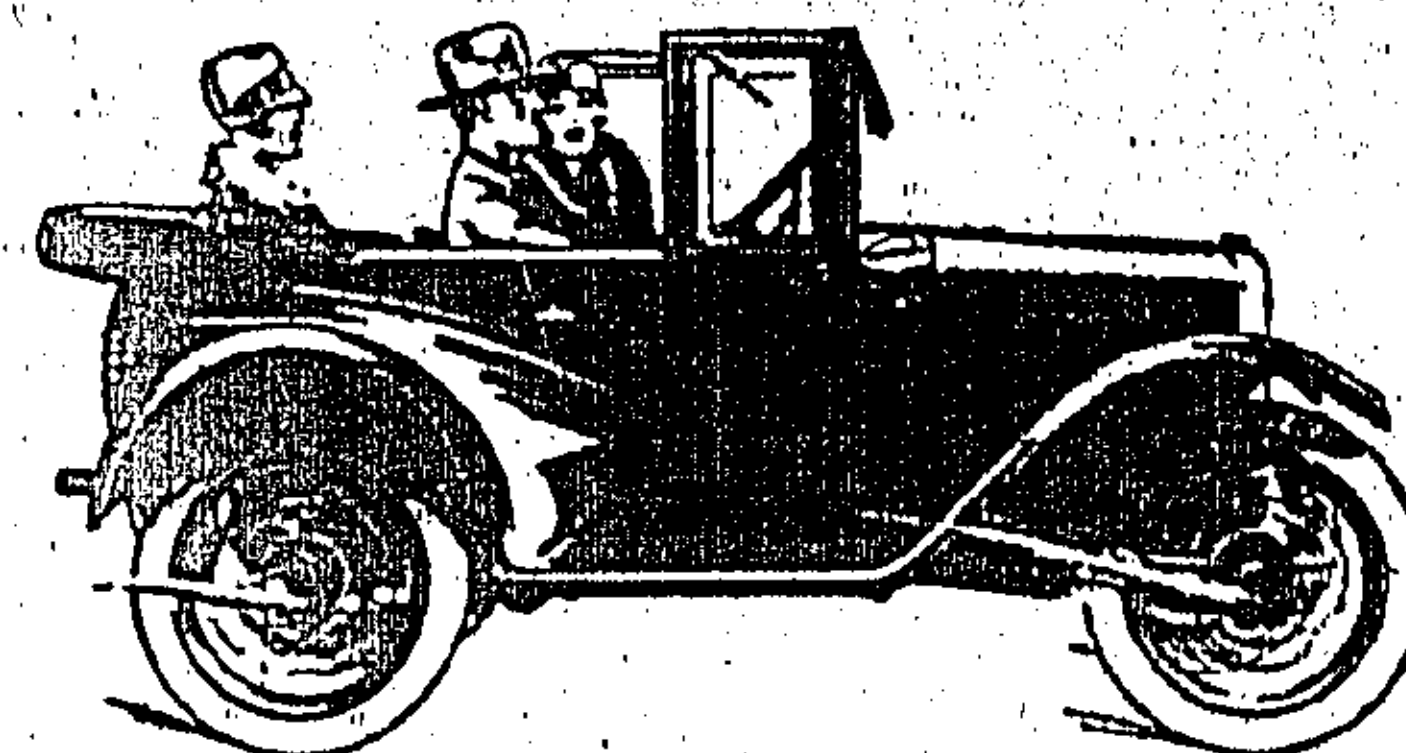
If, under load, the engine runs smoothly at this adjustment, the mixture is right for the conditions of weather and atmosphere prevailing.

For long, speedy drives the carburetor may be adjusted for even a leaner mixture than is required for city driving. For after the engine has heated up considerably very little gas is required to keep it going at top speed.

At high altitudes, the mixture must be still leaner because of the decreasing supply of air.

The whole secret lies in the proper proportion of fuel to air. In winter, the proportion favours the fuel because of the harder task to

THE "AUSTIN SEVEN"



Only takes a day's wages to run it for a month. Not a month's wages to run it for a day! The only car which you can run and save money at the same time.

REMEMBER, A FEW \$s WILL DELIVER TO YOUR DOOR ONE OF THESE MODELS.

Balance payable to suit you. Stocks carried.

ALEX. ROSS & Co. (China), Ltd.

New Offices, May 1.—Prince's Building.
2 floor,—Ice House St. Entrance.

ESSEX SUPER SIX MOTOR CARS

17.32 H.P.—110-inch wheelbase—144.67 cubic inches piston displacement.

Roadster	2-seater	GS 980
Touring	5-seater	GS1,150
Coupe	2-seater	GS1,150
Coach	5-seater	GS1,150
Special Coupe	2-seater	GS1,180
Sedan	5-seater	GS1,250

DODGE BROTHERS MOTOR CARS

24.03 H.P.—116-inch wheelbase—212.27 cubic inches piston displacement.

Roadster	2-seater	GS1,100
Special Roadster	2-seater	GS1,150
Rumble Seat Sport Roadster	4-seater	GS1,250
Touring	5-seater	GS1,125
Special Touring	5-seater	GS1,175
Sport Touring	5-seater	GS1,210
Touring	7-seater	GS1,370
Special Touring	7-seater	GS1,370
Coupe	2-seater	GS1,275
Special Coupe	2-seater	GS1,325
Sedan	5-seater	GS1,325
Special Sedan	5-seater	GS1,375
De Luxe Sedan	5-seater	GS1,500

HUDSON SUPER SIX MOTOR CARS

29.40 H.P.—127-inch wheelbase—288.60 cubic inches piston displacement.

Touring	7-seater	GS1,600
Coach	5-seater	GS1,775
Sedan	5-seater	GS1,850
Rumble Seat Sport Roadster	4-seater	GS1,850
Brougham (Custom Built)	5-seater	GS2,080
Sedan (Custom Built)	5-seater	GS2,270
Sedan (Custom Built)	7-seater	GS2,375

PACKARD SINGLE SIX MOTOR CARRIAGES

29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H. P.—288.60 cubic inches piston displacement.

MODEL 426—SINGLE-SIX—126-INCH WHEELBASE.

Phaeton	5-seater	GS2,665
Rumble Seat Roadster	4-seater	GS2,765
Sedan	5-seater	GS2,765

MODEL 433—SINGLE-SIX—133-INCH WHEELBASE.

Touring	7-seater	GS3,215
Coupe	4-seater	GS3,215
Club Sedan	5-seater	GS3,255
Sedan	7-seater	GS3,335
Sedan Limousine	7-seater	GS3,435

PACKARD STRAIGHT-EIGHT MOTOR CARRIAGES

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H. P.—384.80 cubic inches piston displacement.

MODEL 336—STRAIGHT-EIGHT—136-INCH WHEELBASE.

Phaeton	5-seater	GS4,185
Rumble seat Roadster	4-seater	GS4,290
Sedan	5-seater	GS5,300

MODEL 343—STRAIGHT-EIGHT—143-INCH WHEELBASE.

Touring	7-seater	GS4,430
Coupe	4-seater	GS5,370
Club Sedan	5-seater	GS5,510
Sedan	7-seater	GS5,625
Sedan Limousine	7-seater	GS5,725

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

THE DRAGON MOTOR CAR Co., Ltd.

Telephone Central 1246 or 1247.

83, WONG NEI CHUNG ROAD, HAPPY VALLEY.

THE PRINCE "MORRISSES."

Visit To Cowley Works.

STILL LOWER CITROEN PRICES.

[By H. Massie Bulst in the Observer.]

The Prince of Wales, who is a spur to British industry—who does not remember his inspiring slogan: "Adopt, Adapt, Improve?"—and who is especially interested in home-built motor enterprise, being himself a Rolls-Royce and Crossley owner, gave yet another proof of his regard for productive effort by visiting the Morris motor works at Cowley, near Oxford, on Wednesday. It was no formal affair. Naturally, these cars are built on very different lines from the vehicles he uses, and he was keenly interested in the processes exploited for achieving quantity production. He expressed himself as favourably impressed with the equipment and the workmanship, complimenting Mr. W. R. Morris on his achievement. Afterwards Mr. Morris drove him to London in a Morris-Oxford car. So it may be said that His Royal Highness is now thoroughly acquainted with our most popular car.

Incidentally, why will an increasing number of sub-editors, reporters and writers of captions in the Press refer to Mr. W. R. Morris as "the inventor of the Morris car," when the essence of the proposition is that it exploits convention, not invention. Mr. Morris began life in the garage business, next he assembled cars, and now he builds them. For the rest, he is neither a designer nor an inventor.

Progress in Birmingham.

As for Mr. W. R. Morris's other enterprise, since his acquisition this year of Vickers' motor-manufacturing concern, the Wolsley Company, it has gone ahead so rapidly that 5,000 men are now employed and new machinery is already being installed with a view to facilitating and cheapening production. The Adderley Park works are being used for foundry, machine shop, and assembly operations, and the Ward End factory is devoted to body mounting. All retail depots, such as the London branch, have been either sold down or used as wholesale distributing centres. Therefore all retail sales of Wolsley cars are now done through authorized agents and dealers. All existing agency agreements are maintained.

At some future time it will be permissible to announce that one of the greatest manufacturers abroad is recruited to the list of those who assemble their chassis with British labour at British works, and who design and build bodies for their cars in this country. I cannot, however, indicate more on this subject at the moment.

Another interesting week-end news item, quite dissociated from

the foregoing, is the announcement of yet another reduction in the prices of Citroen cars. It is made possible by savings effected through production methods exploited at the works at Slough, where the personnel is entirely British, and the factory equipment and methods are the most modern. The saving is at once passed on to the public. Thus all the entirely new 12/24 h.p. four-wheel brake, fully equipped models are reduced in price as follows: 2-seater with dickey and F.W.B. (£190) reduced to £178; 4-seater F.W.B. (£195), reduced to £185, and 4-door F.W.B. Saloon (£240), reduced to £220. The vacuum servo brake system is extra. The 11.4-h.p. 4-door saloon with front-wheel brakes and full equipment is reduced £12 in price to £198. The other 12/24 h.p. and 11.4-h.p. models are reduced in proportion.

The Charm of Unstressed Performance.

I had an experience under owner-driver conditions, chiefly in Devonshire and Cornwall, of the two-seater £290, £11 tax, 1,450 c.c. 12-h.p. side-valve four-cylinder engine Fiat car with 4 ft. 7½ in. track and four-wheel brakes. In my opinion, it is memorable, because the point of this agreeable test is that it proved to my satisfaction that, with a properly designed four-speed gearbox, a 1½-litre engine of quality can propel a full-scale vehicle of rational design anywhere in unstressed fashion. With careful driving, according to the district and therefore the visibility and the traffic, you can average anything, even in hilly country, from legal limit to 34 miles an hour without stressing the car or "driving on the brakes."

Even when crossing Dartmoor you can do nearly everything on top and third gear without forcing the engine or travelling fast unless you wish to do so. For instance, from a standing start at Dartmeet there was no need to keep the second speed engaged after the cottages had been passed at the turn on the westward course. Immediately thereafter I engaged the third speed forward. Obviously, much more severe climbs than any to be found in this country could have been taken by this car, for I rarely used second speed even in and out of Cornish villages, and that for not more than a couple of hundred yards at a spell.

The Features of Success.

From first to last not a drop of cooling water was replenished. The supply remained at the original level at the finish. The petrol consumption was extraordinarily economical. Even in the hilliest country traversed in spirited fashion, on long runs it worked out at 27 miles to the gallon. In normal going it was considerably higher. I doubt if I ever put the car to its maximum speed on the flat because I only made one attempt, and that was before it had done 200 miles. Therefore I used dis-

TOURISTS AND THE TYRE DUTY.

The Automobile Association draws attention to one effect of the newly imposed Customs duty on tyres, that motorists taking their cars abroad from Great Britain, and subsequently returning, will be liable to pay duty on the tyres unless they can produce proof that they formed part of the equipment of the car when the car left Britain. The Automobile Association will safeguard the position of tourists by seeing that they obtain a Certificate of Temporary Exportation declaring the make and size of all tyres on the vehicle at the time of departure.

creation. On that occasion the speedometer registered 53 m.p.h., and the engine was working quite smoothly. Nor is this designed for a speedy car.

The long and the short of it appears to be that those who maintain that we overload the 1,500 c.c. engine if we provide full scale accommodation—in this case the upholstery is to be described as sumptuous—merely lack experience of what can be done with that size power unit by automobile engineers of international long distance road racing and aircraft experience. The secret is that Fiat knows how to make the best use of power, therefore it does not require a very highly stressed engine to propel so comfortable, commodious, and refined functioning but moderate priced a carriage. With it you can attain relatively high average speed economically and when driving with that fluency, consideration, and caution which spell safety.

"The Crossley Six."

Crossley introduced the 2,792 c.c. 6-cylinder engine car to the public at the Olympia show eighteen months ago, and now that it is in full production some 1,800 machines of this type will be built this year at Manchester. Examples have been supplied to members of the Royal family for service, both at home and abroad. There have been developments in performance since my first trial a year ago. These concern alike problems of carburation and coachwork. It is now a car which, with covered body, can easily exceed a mile a minute. The suspension permits of faster speeds than average drivers are prepared to undertake on ordinary cars when negotiating pot-hole roads, a double acting Houdaille shock-absorber being employed on this 3-litre engine saloon, which sells at £720, and the power unit of which functions silently. A five-jet Smith carburettor is placed at the rear end of the cylinder block, a somewhat unusual position, the gas being drawn through a straight inlet pipe, from which there are branch feed pipes having different internal diameters. By this means no cylinder is starved and none receives an excess supply of gas. The result is a power unit, the functioning of which is free from a flat spot.

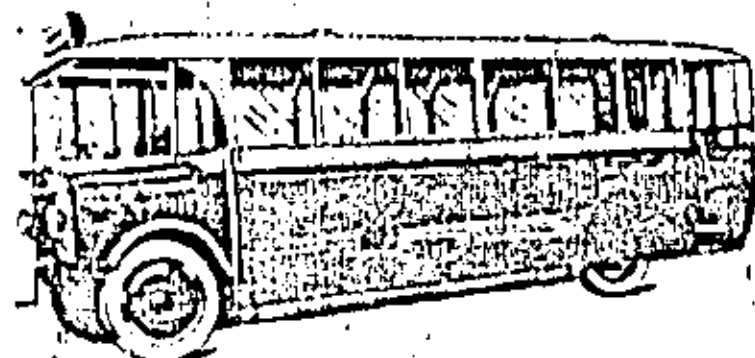
POPULAR BUS.

The Associated Daimler Low Loading Type.

The most popular type of single deck passenger vehicle marketed by The Associated Daimler Company of Walthamstow, England, is the new "Model 416" fast, low loading 32 seater omnibus.

This is one of the useful range of five vehicles developed since The Associated Daimler Company, Ltd., was formed by the amalgamation of the Associated Equipment Co., Ltd., and The Daimler Co., Ltd. in July last year. So popular is this Model becoming, that, although delivery of completed buses from the factory has only been made during the last few weeks, orders for large fleet of omnibuses of this type have already been received from many Municipal Bus undertakings and operating Companies in the British Isles and overseas.

To mention a few cities, Belfast, Bristol, Chelmsford, Dublin, Cardiff, Leeds, Leicester, Buenos Aires, Monte Video and Melbourne will shortly have these latest type Associated Daimler omnibuses operating on their streets. The illustration below gives a general idea of the vehicle:



The Buses can be supplied with driver's position on the outside of engine, right forward, or, in the orthodox position behind the dashboard. A choice of two types of engines is open to the purchaser, either the Associated Daimler 35/40 H.P. poppet valve type, or the Daimler 40/70 H.P. 6-cylinder sleeve valve engine can be fitted. A handsome pattern, radiator affording ample cooling is provided, a four speed and reverse gear box. Brakes are of the latest approved safety type, and at a small extra charge four wheel brakes can be supplied. Spring is efficient and affords extreme comfort. A 30 gallon capacity Petrol Tank is provided, and Dunlop pneumatic tired wheels are fitted, tyre sizes being 3 6in. by 6in. straight sided type. A spare wheel and tyre is supplied. Anyone contemplating the operation of omnibus services where speed, reliability and passenger comfort must be assured, should obtain full particulars of the Associated Daimler new Passenger Models.

ROAD SIGNS.

A.A. Safety Posts.

The Automobile Association has recently erected in England some new road signs which will considerably increase the safety of road users, and might with great advantage be adopted also in other countries.

All main roads cover long un-lighted stretches between towns and villages, where powerful headlights are necessary to pick out the curves, corners, cross-roads, junctions, and other dangers, and the introduction of these A.A. Safety Posts will, if generally adopted, reduce the necessity for using such powerful lights.

The Posts incorporate the important road principle that one naturally overtakes a red light by keeping to the right of it, and when meeting a white light keeping in to its left. If the Posts are generally adopted, the Automobile Association will provide standard reflex lights in red and white, which can be easily clamped on to existing tramway standards, telegraph poles, lamp standards, abutments of bridges, and any other situation where a guiding light would prevent motorists running into trouble in the dark or during dense fog.

The new A.A. Safety Posts are constructed of sheet metal, are about 3 ft. 6 in. high, and are fitted with reflectors of high efficiency, capable of catching the beams of medium-powered headlights at a distance of 200 yards. They are lightly constructed (in the event of cars running into them no serious damage would be caused) and by the use of red and white reflectors, facing in both directions, enable drivers passing in either direction to keep a safe course.

The Posts are marked on the "red" side with black and white horizontal stripes which give, in fog or half-light, the equivalent of a red light warning; the other sides are plain white corresponding with the white reflectors, seen by drivers approaching from the opposite direction.

MOTORING IN PERSIA.

Worst Roads in the World.

There are still a few adventurous occupations left in the world for those who care to seek them. Carrying the Persian mail is one, for Persia has no railways and only one or two open ports. Teheran, the capital, is 500 miles from the Iraq frontier, and once a week the Consular mail leaves Bagdad for Khanigah, on the Iraq-Persian border, and is there transferred to motor transport. In three days, with luck, it will reach Teheran.

Nowadays the Persian roads are "safe." That is, they are normally free from brigands, for Reza Shah has instituted several reforms in connexion with the surveillance and improvement of communications. But safety has a restricted meaning when applied to motoring in Persia, for a Persian road is different from all others.

Here and there it is bare earth worn level by the passage of countless caravans on the Golden Road; here it is roughly fortified

by metal thrown down for future caravans to flatten; and there it is a mountain track sloping dizzily to alarming precipices. And the traffic on the Teheran route must be the worst in the world.

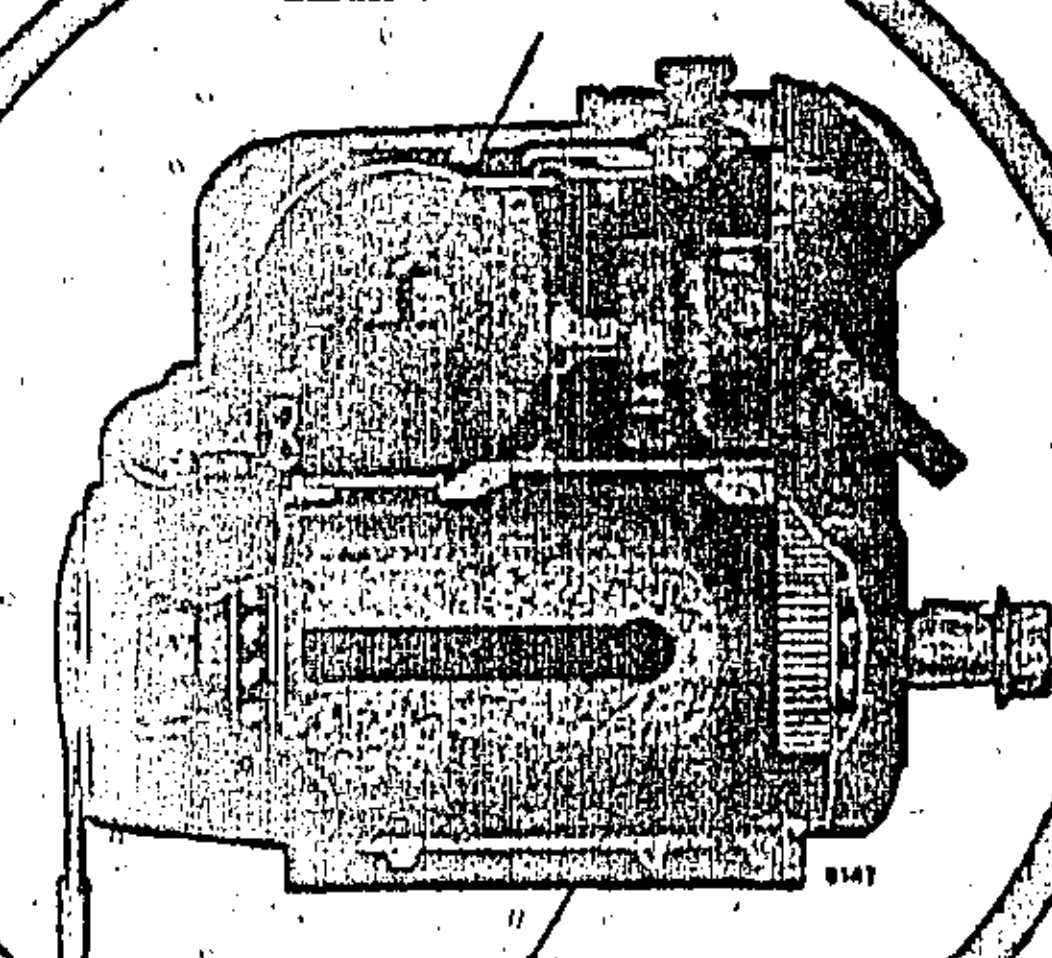
Long strings of camels amble along at two miles an hour, and when alarmed by the hoot of a motor-horn straggle with incredible clumsiness to the wrong side, and then, still more clumsily, back again. Processions of carts fill the whole road, carts drawn by two horses and large covered wagons drawn by four horses abreast, with an extra pair led behind to assist in uphill work.

From Khanigah to Teheran the road crosses three high passes—the Faltak, the Assadebad, and the Avez. The first is only six thousand feet or so, but the other two are both over nine thousand. As the roads are narrow, full of sharp corners, and for many miles dizzily situated between sheer mountain side on the one hand and equally sheer precipice on the other, the task of driving a heavy car to schedule, time requires both skill and courage.

Nearly all the cars on the road are American, but the drivers come from many parts. The two regular mail drivers are—or were recently—Scots.

SCINTILLA

MAGNETOS



Prices on Application

THE HONGKONG HOTEL GARAGE.

Queen's Road, C.

Telephone C. 4759.

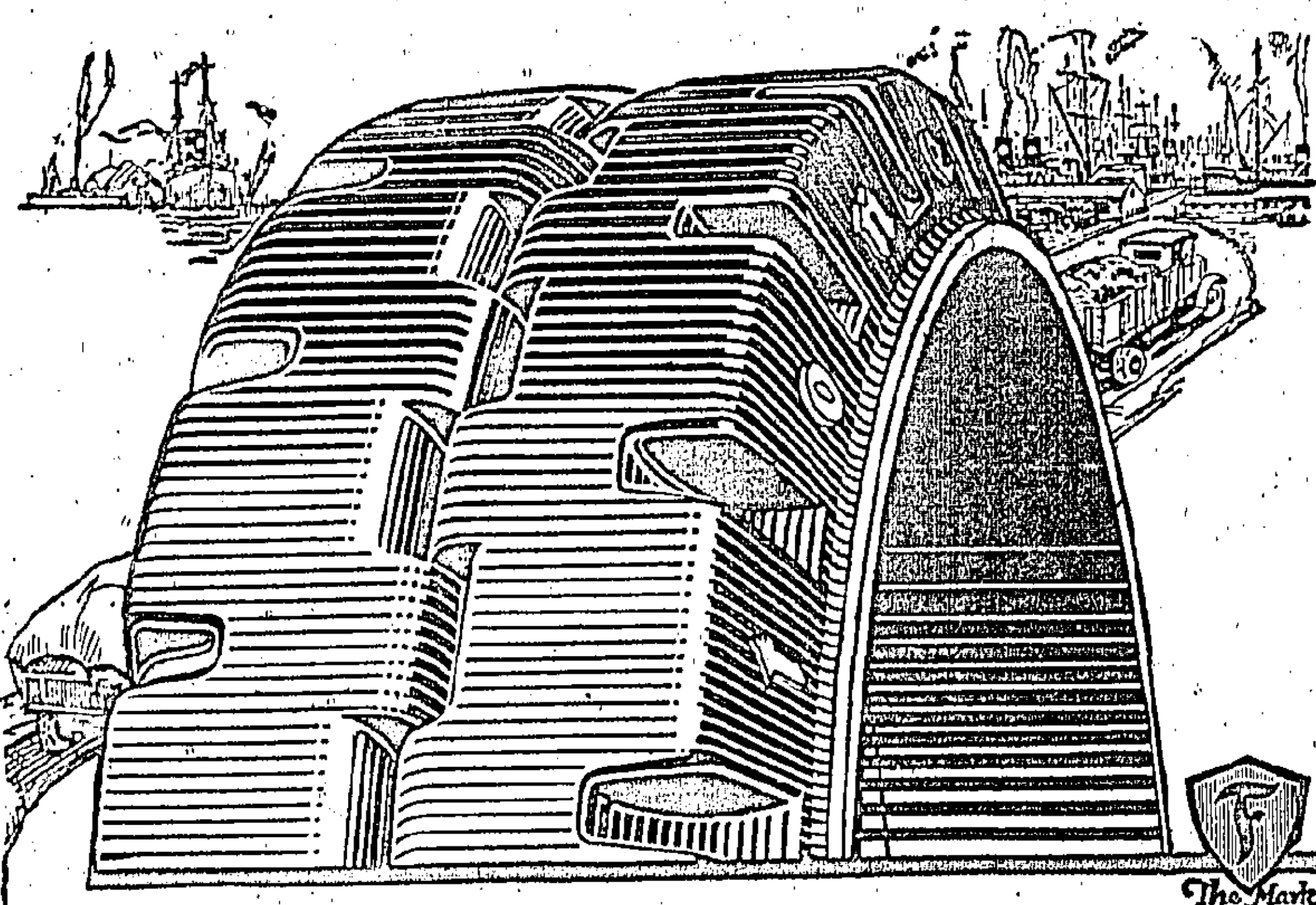
CLEAR
TEXACO
MOTOR
OIL

TEXACO
GASOLINE
THE VOLATILE GAS

DISTINCTIVE
UNIFORM
QUALITY

In the Divorce Court recently the President granted a decree nisi to Lady Curtis-Bennett on the ground of the misconduct of her husband, Sir Henry Honywood Curtis-Bennett, at an hotel in Paris. The suit was undefended. Affidavit evidence by Lady Curtis-Bennett, who is now abroad, was read, as was also affidavit evidence of French detectives and of the reception clerk and a chambermaid at the Hotel Westminster, Paris.

Double Traction



This powerful Firestone Double-Traction Tyre is an example of how Firestone engineers co-operate with lorry-builders to provide exactly the right tyre for every haulage need and condition.

Up grades, out of excavations, in mud and mire, the

massive, scientifically angled tread of this Double-Traction takes hold and keeps big lorries in action, cushioning the load and lorry and giving long, trouble-free mileage.

Operation costs can materially be reduced by consulting the Firestone Service Dealer.

Firestone

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

P A C K A R D

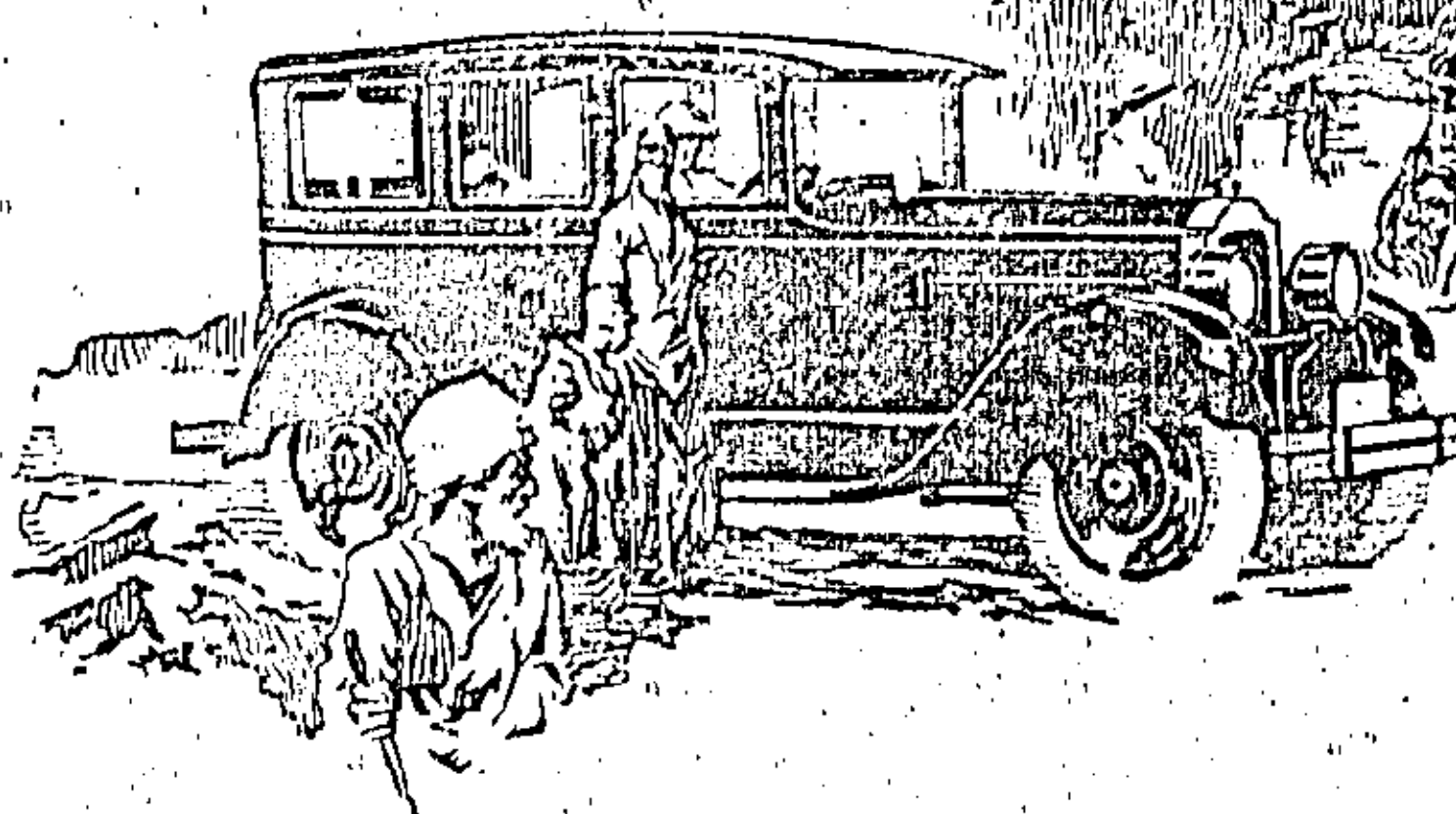
Packard has always meant Luxury—the Supreme Combination of all that is desirable in motor cars.

Now Packard has announced new price levels—and added an important page to motor car history.

The Packard Six—introduced seven years ago—is today priced lower than any Packard ever sold! Thus Packard quality is made available to new thousands everywhere.

Recent refinements and improvements have added immeasurably to its brilliant performance until today's Packard Six is internationally recognized as the finest of America's smaller cars.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



You will find Packard cars on all the important highways of the world.

ONLY A RIDE CAN TELL YOU PACKARD'S STORY

WORLD MOTOR TRANSPORT CONGRESS

To Take Place in London in November.

The World Motor Transport Congress, which is to be held in London in November, 1927, will be an event of first-class importance. Congresses under this title have been held on three occasions in America, but the forthcoming gathering may be fairly regarded as the first of a new and more generally valuable series of events which, in favour of the further development of road transport throughout the world.

The Congress to be held in London this autumn will consist of six meetings, which will take place on the mornings and afternoons of November 14, 15 and 16. On November 17, the delegates at the Congress will pay an official visit to the Commercial Motor Transport Exhibition at Olympia, which opens on that day.

The Society of Motor Manufacturers and Traders, Ltd., are acting as organisers of the Congress under the auspices of the Bureau Permanent International des Constructeurs d'Automobiles, which is a body formed to regulate certain international matters affecting the motor industries of all manufacturing countries.

Though the Congress will take place in London, it will be of an entirely international character. Equal opportunity will be given to all nations to be fully represented, to submit written contributions, and to take part in the discussions on the selected subjects. It is anticipated that further Congresses will subsequently be held in the capitals of other countries, the programmes for these later events depending on the decisions which will be arrived at in November as to what subjects require further investigation and what information or statistics ought to be collected as a basis for later discussion.

In the present instance, six main headings for discussion have been agreed. These are as follows:

1. Road construction and improvement in relation to the development, efficiency and economy of road transport.
2. Motor transport as an instrument of development of world resources.
3. The necessity of co-operation between road and rail transport.

4. The development of motor vehicles suitable for service on bad roads and for cross country use.

5. The improvement of facilities for international travel by road.

6. Fuels and fuel supplies for road motor vehicles.

Invitations are being addressed to the Governments of all nations and to important organisations concerned with inland transport throughout the world, and all who nominate delegates are invited to send in written contributions under any of the headings mentioned above. These contributions will be distributed to all delegates well in advance of the Congress. Consequently it will not be necessary to take up time at the actual meetings by the reading of papers. Those who have submitted papers will rather be asked to summarise the main points which they wish to bring forward, and so to open a general discussion, in which it is hoped that not only those who have information to give, but those who desire to obtain information, will take equal part.

It has been suggested that the forthcoming Congress may be fairly regarded as the first of a new series of gatherings of this kind. Previous Congresses under the same name have been attended largely by people directly connected with the business of motor manufacture and distribution. Such interests will, of course, be again represented in London, but a very large proportion of the representation will be official. Arrangements have already been made under which all parts of the British Empire will be officially represented.

The Imperial Motor Transport Council has given its support to the Congress, which means that the members of this Council will not only attend as delegates representing their various interests, but will also give their active assistance in securing such further representation as may be needed from their different countries or states. To indicate how complete the British Empire representation at the Congress will be, it is therefore, only necessary to give some idea of the constitu-

SELF-HELP.

Shilling-in-the-Slot.

NEW PETROL PUMPS.

"Shilling-in-the-slot" petrol pumps are actually installed and working in England.

The principles are the same, mechanically, as those of a match-vending machine. It measures and delivers a set quantity of petrol for a shilling, and the mechanism cannot be operated until the money is inserted.

A handy accessory would be an automatic money-changing machine, to keep it company and come to the help of the motorist who arrived with a pocket full of florins and only a pint of petrol in the tank.

tion of the Imperial Motor Transport Council. This body, which was specifically formed some 14 years ago for the purpose of functioning in connexion with Congresses and similar gatherings, includes representatives of the Imperial Government through the various departments directly interested in the use of motor vehicles, the development of trade, the representation of the War Department, and also representatives of the Post Office as large users of motor vehicles, the Department of Overseas Trade, the India Office, and the Dominions and Colonial Office.

As regards the Dominions themselves, the Council includes official representatives of Canada, Australia, New Zealand, South Africa, Newfoundland and India. Again, the States and Provinces of Australia and Canada are individually represented, in many cases by their Agents-General.

The Council is not wholly composed of Government representatives, but also includes the nominees of all important British organisations concerned with transport in general, and motor transport in particular. At this point it may be appropriate to mention that the term "motor transport" is here used to apply to the use of motor vehicles of all kinds, from the lightest motor cycle up to the heaviest lorry or tractor. It is not used in the limited sense in which it is sometimes employed, to indicate connexion only with public service and commercial vehicles. Thus, the Congress will be of interest to motorists in all parts of the world, whatever class of vehicle they own.

HINTS FOR THE MOTORIST

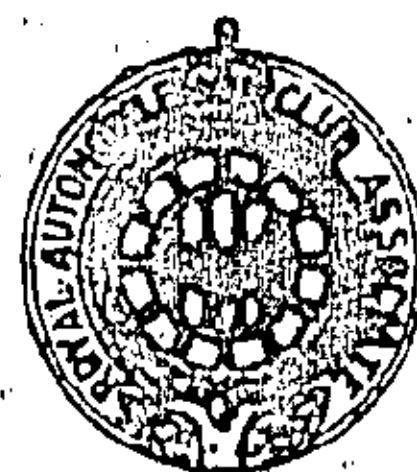
ALBERT L. CLOUGH

CHECKING-UP THE NEW CAR'S EQUIPMENT.

Multitudes of new cars are constantly being delivered to eager buyers at all times of the year, but perhaps most rapidly at about this season. In accepting a new car from the dealer, there is one important detail which is often neglected, sometimes to the subsequent embarrassment of the purchaser, namely, the verification of the tool equipment, which the manufacturer advertises to furnish with it. The articles which it comprises are very often not in cars as they are shipped from the factory and even if they are, they are frequently "borrowed" from cars that are in stock, so that when a car is turned over to its permanent owner there may be a serious or even total shortage of necessary tools. If the purchaser will call for his copy of the instruction book, while his car is being gotten ready for him, he will probably find included in it a full list of all portable equipment which is due him. This usually includes such articles as these: Jack and its handle, tire pump, tube repair kit, rim wrench or wheel wrench, hub-cap wrench, starting-crank, pressure lubrication gun and connections, oil can, valve clearance and spark plug gauges and tool roll containing

hammer, screw-driver, monkey wrench, standard bar-wrenches, tapet-wrenches and other tools, in case the car is rather a high priced one. All of these implements will be needed sometimes, but the tyre changing equipment and handcrank may be imperative required at any time. Unless all the articles specified are found on board the car, they should be called for and the equipment made complete before the car is accepted, for it is much more satisfactory to adjust shortages or to have defects corrected before than after the purchase has been completed. If one is likely to require fixed equipment other than that regularly supplied, such as over-size tyres, spare tyre, bumpers, radiator thermometer, shutter front, spot-light, traffic signal or any kind of accessory device it is usually better to have it furnished and installed by the dealer at a price agreed upon before the "deal" for the car is closed, rather than to have it put on as an afterthought after the car has left the dealer's hands.

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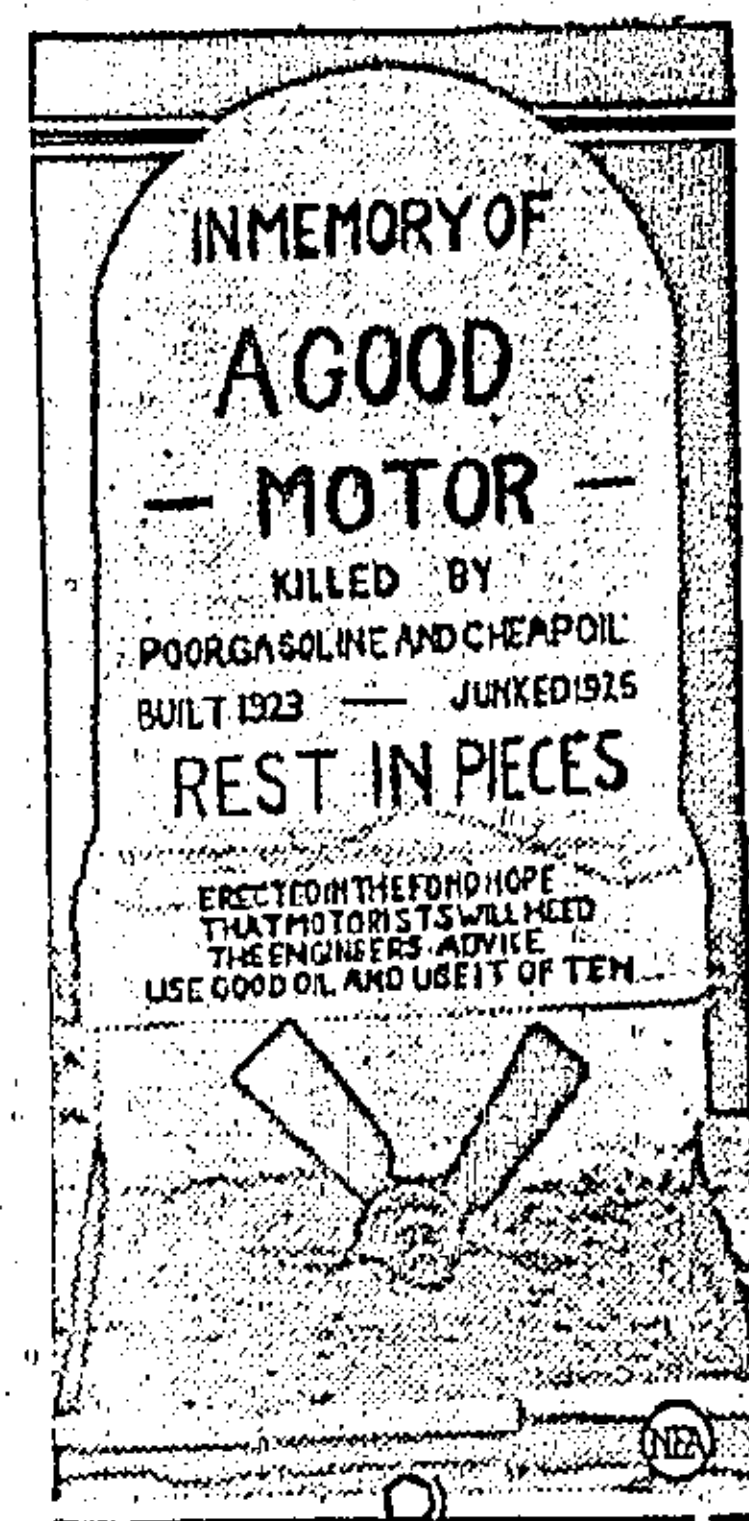
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SPEED THRILLS.

Exhilarating Sport.

The announcement that the famous Motorist, Major H. O. D. Segrave, having exhausted every thrill of speed on the track, now intends to take to the Motor Boat, has once again drawn attention to this exhilarating form of water sport. There is no more thrilling sensation than speeding along the water, and those who have tried it unreservedly agree that it cannot be beaten for downright intense excitement. The enjoyment of the sport is, moreover, not confined to the few, for the inexpensive but really fast Motor Boat is a "fast accomplishment." Such a boat has been designed and standardised which costs well under £200 by the Ailsa Craig

Motor Co., Ltd., of Chiswick, London, the well-known Marine Engineers to His Majesty the King. The hull, 20 ft. in length, is of the Vee type, so much favoured because of its graceful and speedy lines. It is fitted complete with the famous Ailsa Craig Kid 10-16 h.p. 4-cylinder overhead valve Marine Motor, and such is the efficiency of the engine that speeds of 15 to 16 knots are obtained. Another remarkable feature about these boats is their stability. They can be manoeuvred at full speed round the sharpest bends, and turned in their own length with perfect safety, yet are easily handled by one person. There is ample accommodation to seat four people, and whether required for class-boat racing, or as a fast runabout launch, they are equally useful.

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6	50	A-613 SH	DO	104X73X 9 1/2	\$60	
6	60	A-613 SH	WOOD	113X73X 9 1/2	\$70	N
6	75	615 JKII-2	RUBBER	104X51X 9 1/2	\$80	
6	100	A-617 SH	DO	137X73X 9 1/2	\$80	
6	120	A-127 SH	WOOD	137X73X 9 1/2	\$65	
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- 4 Auburn 4, Buick Std, Chevrolet Cleveland, Essex, Ford, Overland, &c.
- 5 Auburn 6, Buick 6, Chandler, Hudson, Jordan 8, Oakland, Tem, &c.
- 6 Hupmobile, Marmon, Packard 6, Paige, R & V-Knight, Willys Knight &c.
- 7 Dodge, Gardner B, Graham Bros Truck, Franklin 22, &c.
- 8 Locomobile, Mack Truck, Stearns, Rolls & White
- 9 Cadillac Special Cadillac Battery
- 10 Motor Cycle Battery—Harley Davidson, Indian, Henderson, &c.
- 11 Cyo Morris replacement Battery.

Prest-O-Lite

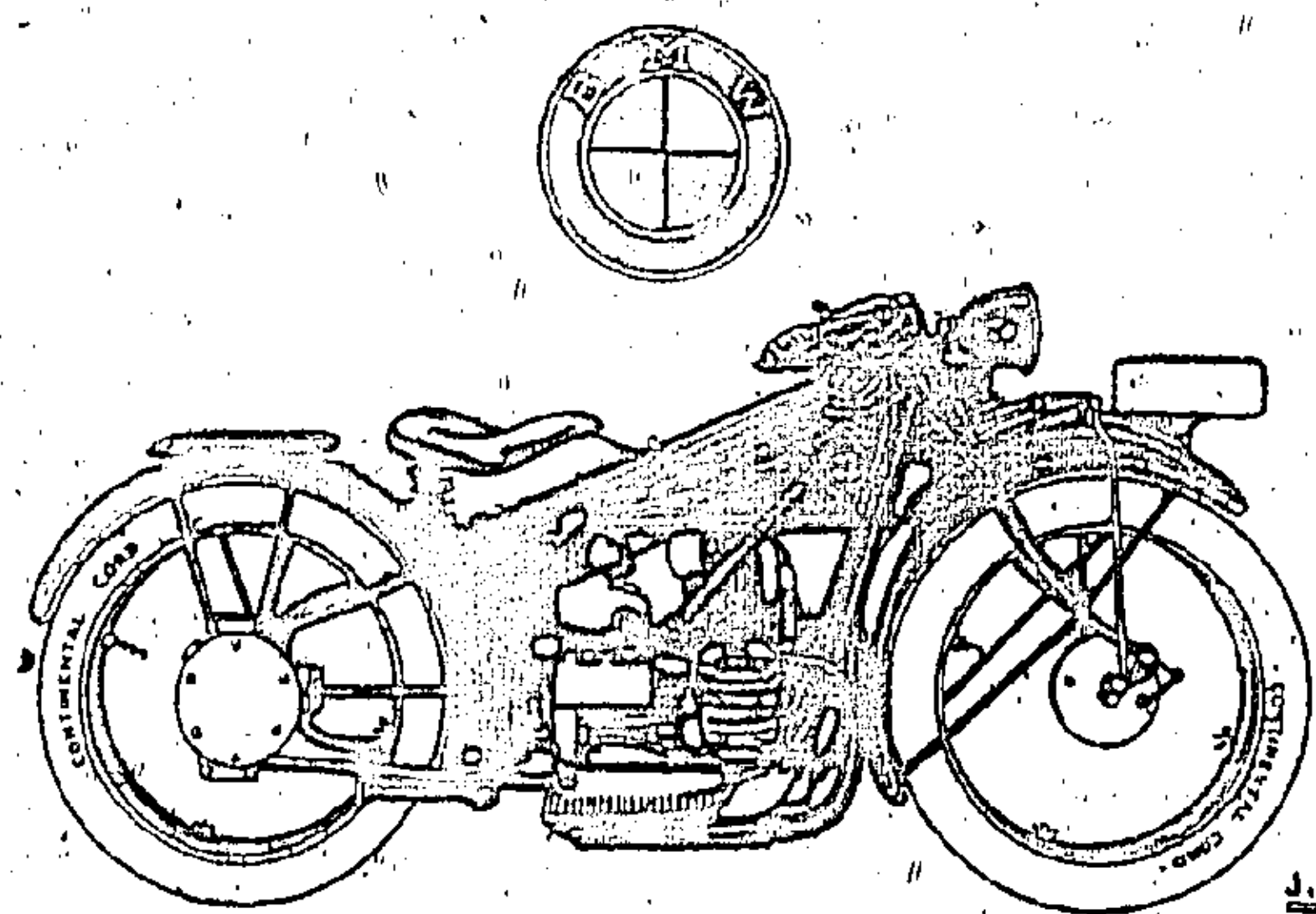
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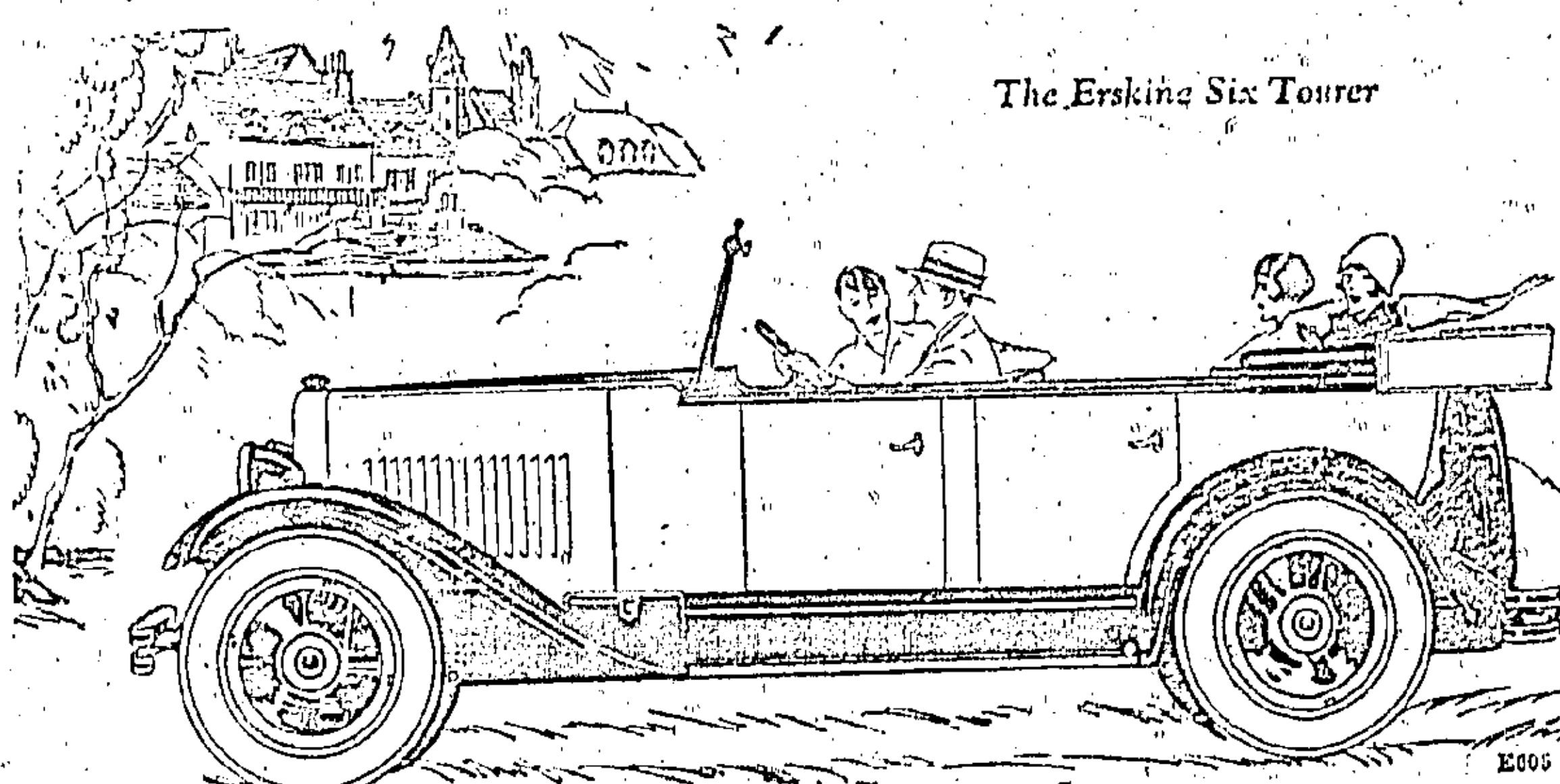
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The Erskine Six Tourer

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IT IS no exaggeration to say this new Erskine Six Tourer—Studebaker's new 2 1/4 litre car—rides more comfortably than automobiles double its size! A short trial run, at your convenience, will prove its remarkable roadability and riding ease. A spring base equal to 82% of the wheelbase, full size balloon tyres and deep leather upholstered cushions make this car as restful as your favorite chair. Driving this new Erskine Six gives new zest to motoring. Every control is conveniently placed and operated lightly—even the powerful four-wheel brakes. The liveliness and

power of this quiet six-cylinder motor is surprisingly greater than its low tax rate indicates. Touch the accelerator and the Erskine will spurt ahead from 5 to 25 miles per hour in 8 1/2 seconds, climb an 11% grade in top gear, or turn up an easy 60 miles per hour! Tests show petrol economy of 25-35 miles per Imperial gallon. The Erskine Six was designed to meet the needs of world markets, such as in this country. It was built low for safety, yet with clearance for rutted trails. Every motorist is interested in this newest mode in motordom. We invite you to examine and compare this sensational new Erskine Six at our showrooms at any time.

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ERSKINE SIX

Studebaker's New 2 1/4 Litre Car

MOTOR SERVICE.**What Should it Cost?****NEED OF STANDARDISATION.**

[By H. Massac Buis in the Observer.]

There are few greater sources of soundly-based dissatisfaction in connexion with the cost of motoring than charges made for washing, overhauling, greasing, and so forth. The main cause is that, to date, no concerted effort has been made by the industry and trade to bring to the notice of the public what prices should be standardised. Admittedly it is a difficult problem. Therefore I think every publicity should be given to a feature of the current statistical issue of the *Motor Trader*. In the brief space of two pages there is given a table, based upon the current practice of individual traders and repairmen, concerning service and repair charges. The points embrace the cost of washing and polishing cars, which range from 3s. 6d. in the case of the 7.5 h.p. Citroën and of the Ford to 6s. 6d. for that of the new six-cylinder-engined Humber. I note, however, that no figures are given for the Rolls-Royce, for instance, nor for the larger Sunbeam. In each case an extra charge of 1s. 6d. is made for a car equipped with wire wheels.

Examples of Cost.

The question of lubrication is no less important. The cost of greasing all round, including the supply of grease, of filling the engine, gear-box and the rear axle (exclusive of oil) is returned as 3s. 6d. in the cases of the Alvis and of the 14-h.p. Armstrong-Siddeley, and 1s. more for the 30-h.p. Armstrong-Siddeley; 3s. 6d. for the Austin "Seven," 6s. for the

12-h.p. Austin, and 12s. 6d. for the 20-h.p. Austin; 4s. 6d. for the 16-h.p. Bentley; 5s. for the 14-h.p. Bean; 4s. 6d. for the Chevrolet; 4s. 6d. for the 16-h.p. Daimler; 3s. 6d. for the Dodge; 3s. 6d. for the 10-16-h.p. Hillman; 8s. 6d. for the 9/20-h.p. Humber; 12s. 6d. for the 20-h.p. 6-cylinder-engined Humber; 4s. 6d. for the 14/60-h.p. Lancia; 3s. 6d. for the Lea-Francis; 7s. for the 16-h.p. Minerva; 6s. 6d. for the Morris-Cowley; 7s. for the Morris-Oxford; 2s. 6d. for the 9/20-h.p. Rover; 2s. 6d. for the 10-h.p. Singer; 3s. 6d. for the 14-h.p. Standard; 4s. 6d. for the 14/40-h.p. Sunbeam; and 4s. 6d. for the 14-h.p. Vauxhall. Those charges, selected at random, also reveal the opportunity that exists for standardising prices, since contrasts are obvious. In this connexion it must be understood clearly that these are not the figures for any one firm; instead, they are based on the average charges, made by investigation about the country, for dealing with the vehicles.

Requisite Information.

But I have given a very poor idea of the ground covered. It includes, besides, the scale of charges for draining and cleaning the crankcase and refilling it in the case of the list of cars in question, charges for decarbonising the engine, grinding the valves, adjusting the tappets, and tuning the engine; a column dealing with cleaning and adjusting the magneto and car sparking plugs, cleaning and tuning the carburettor and fitting jets where necessary; and other columns dealing with fitting a new radiator hose, fitting a new cylinder head gasket, fitting new exhaust and inlet gaskets, relining clutch or fitting new plates, and adjusting same; adjusting the final drive, relining the brakes, front or rear pair; overhauling the front axle without front wheel brakes; overhauling the front axle with front wheel brakes, less relining; overhauling the rear axle and refilling it with

oil; cleaning and refilling the gear-box and making any adjustments necessary; dismantling and overhauling the steering, gearbox, and connections; aligning the front wheels; examining and testing the tyres and inflating them; cleaning and greasing the springs, the charges being extra where gaiters are used; cleaning and overhauling the dynamo and starter and tightening up the connections; topping up the battery; overhauling the wiring installation and replacing details where necessary; recovering the hood; fitting front wings; and fitting rear wings.

Now that the majority of new motor vehicles is being acquired by those of extremely restricted means, the trade cannot render a greater public service, nor increase its opportunities of doing business by enterprises of its own, in any way more effectively than by standardising cost for service and repair work, and making known as widely as possible how moderate such prices can be when systematised. I therefore suggest that this be done forthwith since the admirable work done by the *Motor Trader*, but serves to reveal the need.

The A.A. Safety Posts.

The Automobile Association, which announces that every telephone-equipped A.A. roadside box is now available to members wishing to send telegrams during their journeys, leaving the amount charged in a box provided for the purpose, has also done excellent work recently in erecting some new road signs, particularly on arterial and widened thoroughfares. All main roads cover long unlighted stretches between towns and villages where the use of powerful headlights is ordinarily necessary if curves, corners, crossroads, junctions, and other dangerous places are to be picked out. The introduction of these safety posts is intended to reduce the necessity for using such powerful lights, the employment of which is, of course, embarrassing to other road users. These posts incorporate the important road principles that one naturally overtakes a red light by keeping to the right of it, and, when meeting a white light, keeps to the left of it. If the posts are generally adopted the Association will provide standard reflex lights in red and white, which can be easily clamped on to the existing standards, telegraph poles, lamp standards, abutments of bridges, and placed in any other way where a guiding light would prevent motorists running into trouble in the dark, or during a dense fog. The posts themselves are constructed of sheet metal and stand about 3½ ft. high. They are fitted with reflectors of high efficiency, and are capable of catching the beams of medium high headlights at a distance of 200 yards. They are lightly constructed so that in the event of cars running into them no serious damage would be caused. The use of red and white reflectors, facing in both direc-

tions, enables drivers passing either way to keep a safe course. On the red side these posts are marked with black and white horizontal stripes, which give in fog, or half-light, an equivalent of a red light warning. On the other side they are marked plain white, corresponding to the white reflectors which are seen by drivers approaching from the opposite direction.

The R.A.C. and the Road Fund.

The General Council of the Royal Automobile Club, which consists of representatives of automobile clubs and private motorists in all parts of the country, have passed the following resolution, a copy of which has been sent to the Chancellor of the Exchequer:

"The General Council of the R.A.C. views with grave concern the diversion of further large sums from the Road Fund, having regard to the urgent need for increased expenditure on the roads of the country, especially the unclassified roads, in order to improve them and to maintain them in a condition suitable to the needs of modern traffic.

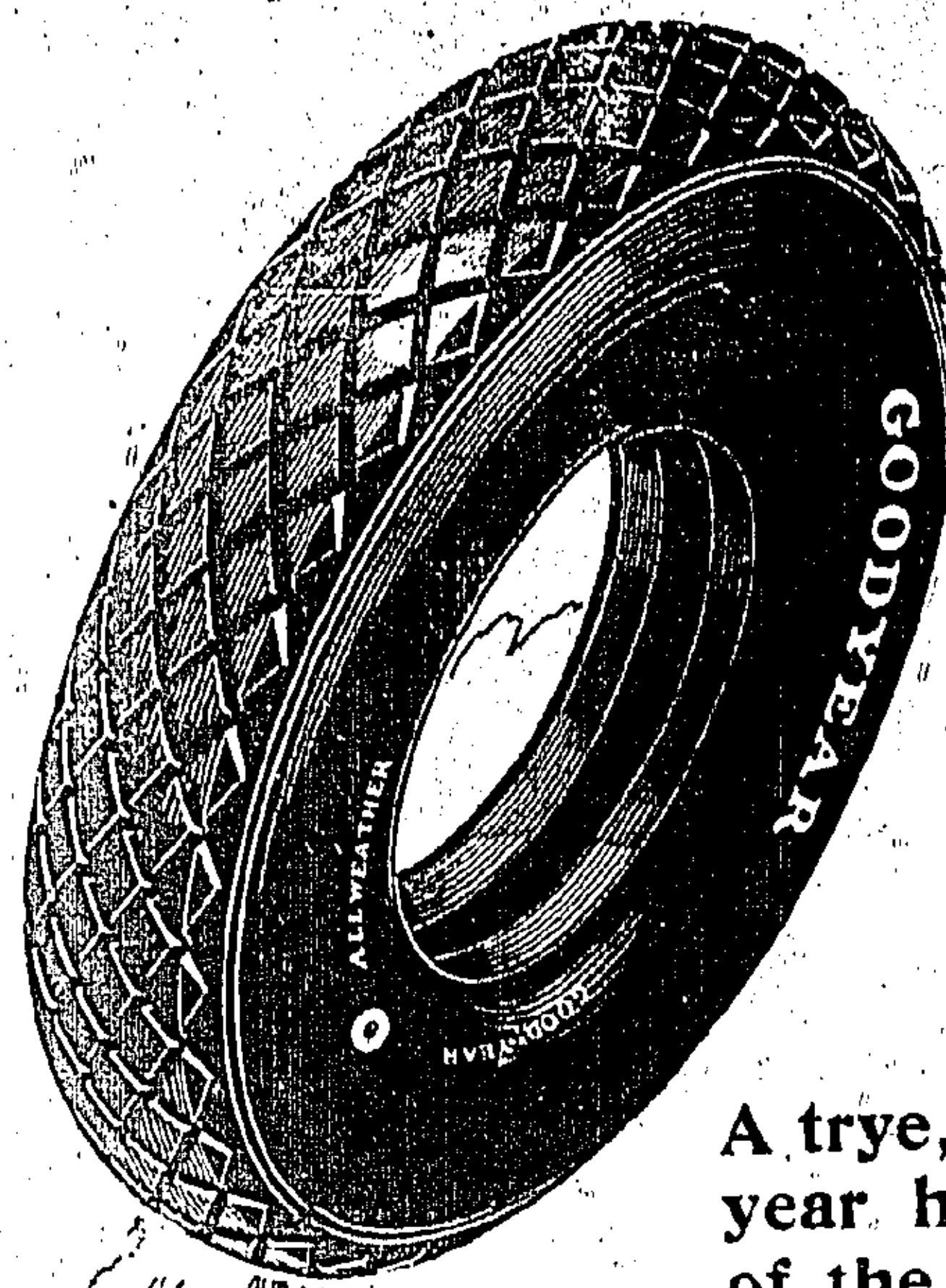
"The Council ventures to point out that the Road Fund has been raised by taxation imposed on the owners of motor vehicles for a specific purpose, namely, the upkeep and improvement of roads; that it cannot justly be diverted from this purpose; and that, if the amount realised by such special taxation is more than adequate for the purpose for which it was raised, the tax should be correspondingly reduced."

The Motor Legislation Committee has also sent a resolution, passed at its last meeting, to the Prime Minister, the Chancellor of the Exchequer, and other members of the Government, protesting against the appropriation of the Road Fund by the Exchequer for four reasons, the last of which reads:

"The Committee desires to point out that the construction of new roads, and the reconstruction and improvement of existing roads, have been, and are, being delayed owing to the action of the Government, and that the central and local authorities have now insufficient funds at their disposal for existing and contemplated schemes of improvement. The Committee therefore appeals to the Government to make provision for a national programme of development, in order that the roads service of the country may accommodate, adequately and safely, the rapidly increasing number of road vehicles."

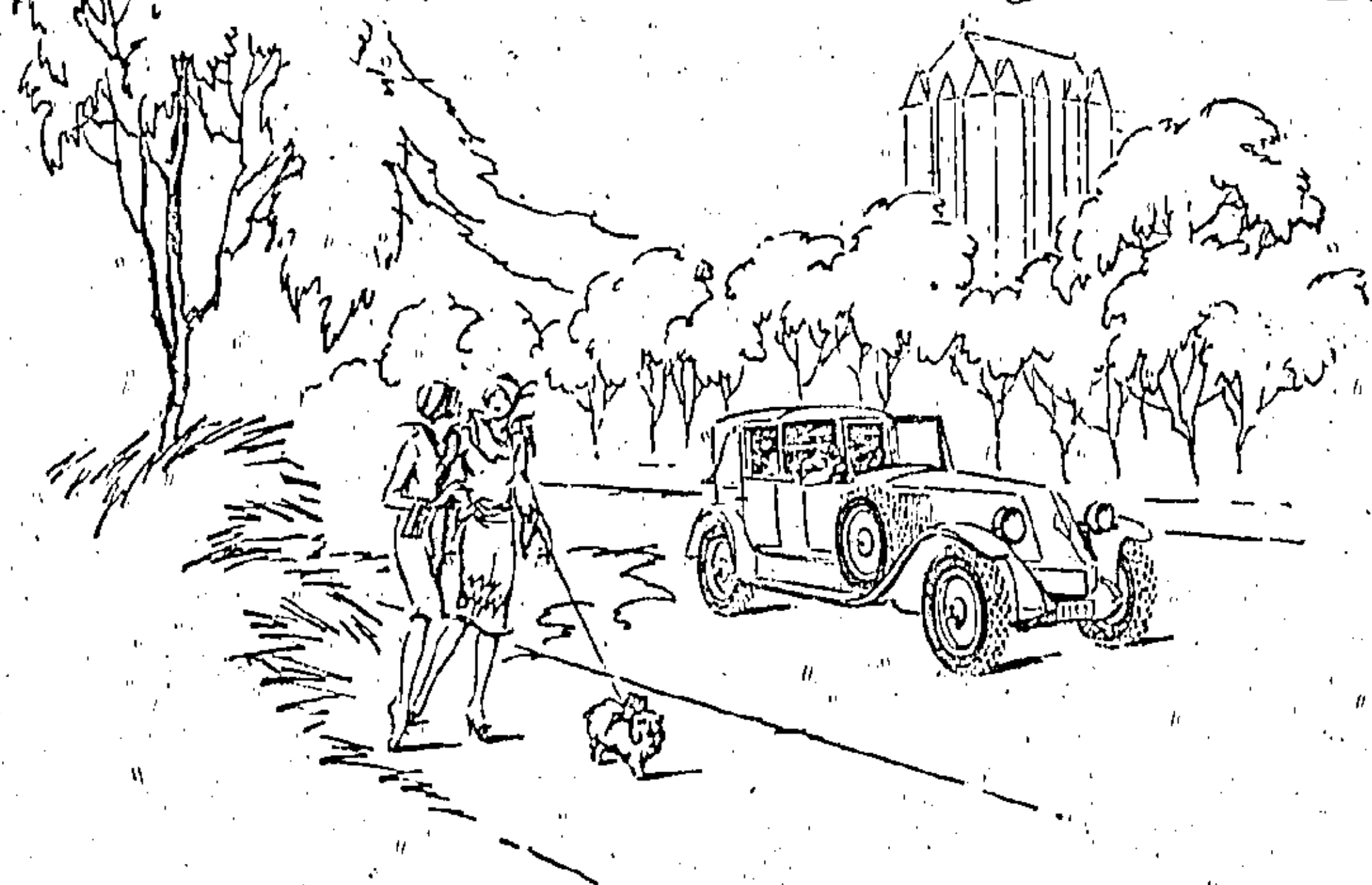
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An eastern state reports a cash revenue from motorists of \$12,000 for each mile of state highway last year. Showing that good roads more than pay for themselves.



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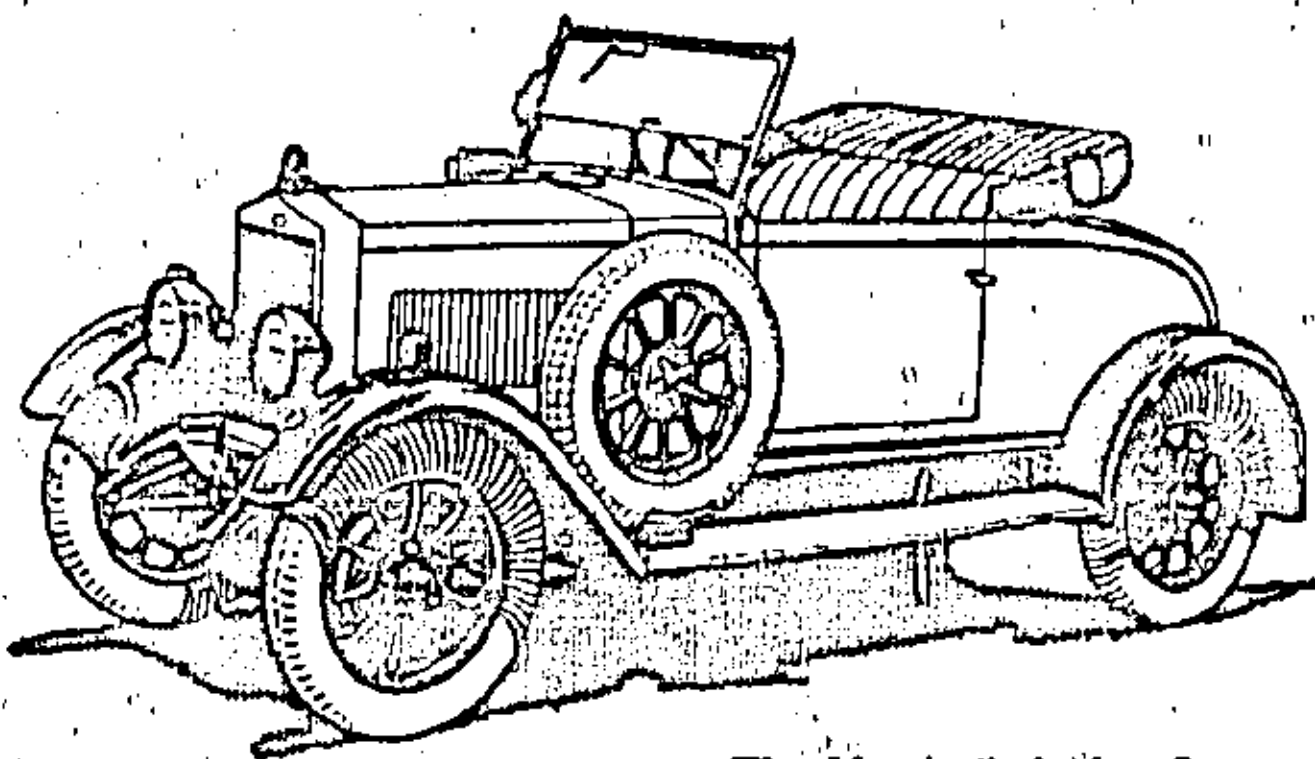
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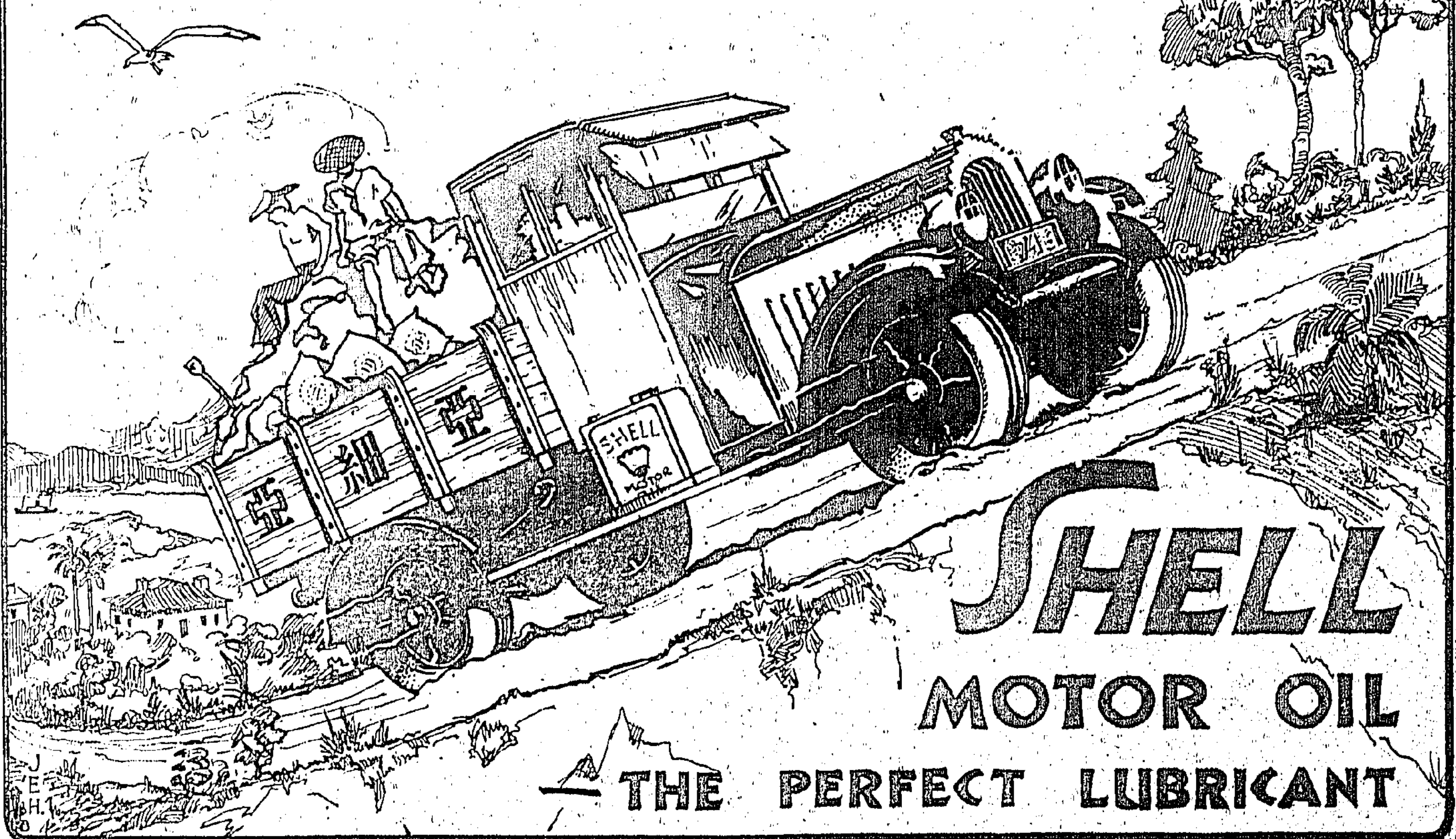
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